

V00358 001
800118-801010 AGENDA/MIN
198012

OPERATION & WORKS COMMITTEE MG.0

025

3

0

CE

5

0

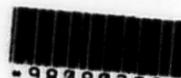
GA

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V00358-

LOCATION LABEL



-98080203-

PUBLIC WORKS COMMITTEE

COUNCILLORS

L. Taylor
F. McKechnie
F. Hooper
R. Starr
K. Dear



City of Mississauga

MEMORANDUM

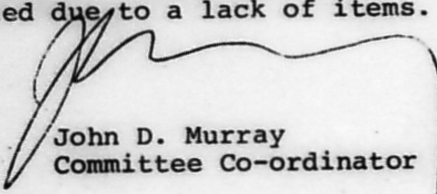
To Mayor and Members of Council From John D. Murray
Dept. All Department Heads Dept. Clerks

January 14, 1980

Re: Public Works Committee
Meeting - Cancellation
File 139-80

Please be advised that the meeting of the Public Works Committee, scheduled for Friday, January 18, 1980 at 2:00 p.m., has been cancelled due to a lack of items.

/pj


John D. Murray
Committee Co-ordinator



City of Mississauga

MEMORANDUM

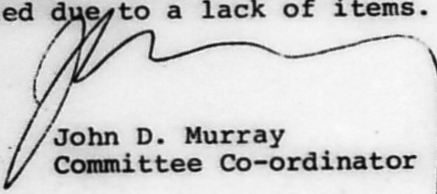
To Mayor and Members of Council From John D. Murray
Dept. All Department Heads Dept. Clerks

January 14, 1980

Re: Public Works Committee
Meeting - Cancellation
File 139-80

Please be advised that the meeting of the Public Works Committee, scheduled for Friday, January 18, 1980 at 2:00 p.m., has been cancelled due to a lack of items.

/pj


John D. Murray
Committee Co-ordinator

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, FEBRUARY 8, 1980; 9:15 A.M.

COMMITTEE ROOM 'A'

Members: Councillor L. Taylor
Councillor F. McKechnie
Councillor F. Hooper
Councillor R. Starr
Councillor K. Dear

Prepared by: Clerk's Department
Date: February 1, 1980

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE
APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER
EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE
AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FRIDAY FEBRUARY 8, 1980

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT MATTER</u>
1.	139-80 2-80	Appointment of a Chairman for 1980
2.	139-80 2-80	Appointment of a Vice-Chairman for 1980
3.	139-80	Schedule of Meetings for the Committee
4.	24-80	Removal of Snow from Cul-de-Sacs and Courts
5.	18-80	Removal of Snow from Regional Roads
6.	139-80	Summary of Unfinished Business
<u>ADDITIONAL ITEM</u>		
7.	139-80	Role of the Public Works Committee

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, FEBRUARY 8, 1980

COMMITTEE ROOM 'A' AT 9:15 A.M.

A G E N D A

MATTERS FOR CONSIDERATION;

1. Appointment of a Chairman for the Public Works Committee to serve for the year 1980.

Files: 139-80
2-80

DIRECTION REQUIRED

2. Appointment of a Vice-Chairman of the Public Works Committee to serve for the year 1980.

Files: 139-80
2-80

DIRECTION REQUIRED

3. In 1979, the Public Works Committee met on the first Thursday of the month at 7:30 p.m. and on the third Friday of the month at 2:00 p.m. This year, as there are no citizen members, it is suggested that the Committee meet on the first and third Fridays of the month at 2:00 p.m. The Committee may wish to consider meeting only once a month.

File: 139-80

DIRECTION REQUIRED

4. Report dated January 15, 1980 from the Commissioner of Engineering and Works, regarding removal of snow from culs-de-sac and courts. In his report, Mr. Taylor advises that it has been City policy to undertake the plowing of cul-de-sacs and courts only after the priority routes within the area have been completed. The cul-de-sac will be cleared by a snowplow making one pass to the end of the court to open up the road to traffic, then an industrial type loader will clean around the circle approximately eight hours following the first plowing. This time

February 8, 1980

ITEM 4 CONTINUED

period is caused by the fact the same machine is required to clean bus stop shelters and crosswalks, etc. In his report, Mr. Taylor outlines a number of difficulties with respect to the snowplowing in culs-de-sac and recommends:

- a) That wherever possible, snowplowing of culs-de-sac and courts be undertaken in such a way that the snow is plowed toward the centre of the turning circle as opposed to the curb.
- b) That when the build-up of snow is such that it causes problems, the snow be removed by a front-end loader and hauled away in trucks.

File: 24-80

RECOMMEND ADOPTION

5. Report dated January 3, 1980 from the Commissioner of Engineering and Works, regarding snow removal from Regional roads. Mr. Taylor advises that Regional Council, in September, 1979, agreed that the City would undertake snow removal on certain Regional roads during the 1979-80 winter season with the cost to be shared on a 50-50 basis. Regional Council also required that the City submit a request for the necessary budget appropriation in the Regional budget. Mr. Taylor advises that the Region has been advised of the City's estimated costs for the following streets:

- a) Thomas Street from Mississauga Road westerly to the CPR tracks
- b) Britannia Road from Pioneer Road to Elsboro Road
- c) Cawthra Road east side from Dundas Street to Burnhamthorpe Road
- d) Airport Road from Beverley Street to Derry Road
- e) Derry Road from Airport Road westerly 1,000 feet.

In his report, Mr. Taylor recommends:

"That a policy be established to remove snow on Regional roads on an 'as when, as required' basis and that the cost of such works be shared on a 50-50 basis with the Region of Peel effective January 1, 1980."

File: 18-80

RECOMMEND ADOPTION

February 8, 1980

6. Summary of Unfinished Business relating to the Public Works Committee as of February 1, 1980.

File: 139-80

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

Files: 12 111 00015
11 141 00039

4.

To: Chairman and Members of the
Public Works Committee

Dept. _____

RECEIVED

REGISTRY No. 5675

DATE JAN 17 1980

FILE No. 24-80

CLERK'S DEPARTMENT

From: Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

January 15, 1980

SUBJECT:

Removal of snow from cul-de-sacs and courts.

ORIGIN:

Report Request No. 29-79.

COMMENTS:

It has been City policy to undertake the plowing of cul-de-sacs and courts only after the priority routes within the area have been completed.

The snow-plow will make one pass to the end of the court to open up the road to traffic. This is followed by an industrial type loader cleaning around the circle approximately eight hours following the first plowing. This time period could be extended since same machine is required to clean bus stops, shelters and crosswalks within a given area. Some of the difficulties that are experienced when plowing cul-de-sacs and courts are as follows:

- 1) Due to the construction of the court the lots are developed round the circle leaving the minimum of boulevard storage area for snow between the driveway. It is therefore necessary to move the snow to a location adjacent to the court.
- 2) Where there is sufficient boulevard for snow storage, trees have been planted in many areas for beautification. This requires the complete removal of snow to boulevards adjacent to the court.
- 3) Where parking is available in a court or cul-de-sac the residents appear to take every advantage during the evening and night-time hours throughout the winter season. This seriously hampers the snow plowing and cleaning activities.
- 4) During fluctuations in temperatures, snow, rain, sleet and freezing conditions, cause drainage problems which are more difficult to remedy owing to the large gutter runs and flat grades. The catchbasins located within the courts become easily blocked and continual clearing is required in many areas.

...2

4.a

Chairman and Members of the
Public Works Committee,
January 15, 1980,
Page 2

Subject: Removal of snow from
cul-de-sacs and courts

COMMENTS - cont'd. The best way to deal with snow plowing in cul-de-sacs, subject to parking not being a problem, is to plow in a clockwise direction so that the snow is plowed to the centre of the cul-de-sac as opposed to the curb and when the build-up of snow gets to a certain point it must be removed as and when required.

RECOMMENDATIONS:

1. That, wherever feasible, plowing is to be undertaken in such a way that the snow is plowed towards the centre of the turning circle as opposed to the curb.
2. That, when the build-up of snow is such that it is causing problems, the snow be removed by front-end loader and hauled away.

AEM
AEM:dw

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Messrs. Halliday
Love
Edmunds
Ogilvie
Cowan
Julian
Debenham
Mrs. L. Heaps



City of Mississauga

MEMORANDUM

Files: 12 111 00015
22 141 00007
11 141 00039

J.M.
5.

To Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. _____

REGISTRY No. 5270

Dept. Engineering and Works

DATE JAN 4 1980

FILE No. 18-80.

January 3, 1980

CLERK'S DEPARTMENT

SUBJECT: Snow Removal from Regional Roads.

ORIGIN: Report Requests - 34/79 and 374/79

COMMENTS: From time to time during the winter season snow removal operations are necessary, especially in commercial areas where snow storage adjacent to the curb is either non-existent or not practical due to the elimination of parking. When the snow builds up to such an extent and cold weather is persisting it becomes necessary to remove the snow and haul it away.

This matter of snow removal from Regional roads has been discussed between our Department and the Regional Works Commissioner and it has been agreed that the City would undertake snow removal on Regional roads during the 1979/1980 winter season and the costs would be shared on a 50/50 basis.

This matter was dealt with by Regional Council in September 1979 and was approved on the basis that the Area Municipality submit a request for the necessary Current Budget appropriation in the Regional Budget. We have advised the Regional Works Department of our estimated costs for these works to be undertaken and they will be including this amount in their 1980 Current Budget. The streets which we will be providing snow removal on are as follows:

- 1) Thomas Street from Mississauga Road westerly to the C.P.R. tracks,
- 2) Britannia Road from Pioneer Road to Ellesboro Road,
- 3) Cawthra Road, east side, from Dundas Street to Burnhamthorpe Road,
- 4) Airport Road from Beverley Street to Derry Road,
- 5) Derry Road from Airport Road westerly 1,000 ft.

..2

5a

Chairman and Members of the
Public Works Committee
January 3, 1980
Page 2

Subject: Snow Removal from Regional Roads

RECOMMENDATION: That City Council adopt a policy whereby the City remove snow on an 'as when, as required' basis on Regional roads and the costs be shared on a 50/50 basis with the Region effective January 1, 1980.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Messrs. Halliday
Cowan
Edmunds
Love
Ogilvie
Julian
Debenham
Mrs. L. Heaps

PUBLIC WORKS COMMITTEE

SUMMARY OF UNFINISHED BUSINESS

Page 1

DATE: FEBRUARY 1, 1980

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
76-79	Eng. & Works	Review of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	March 15/80	4
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Feb. 13-80	4
321-79	Eng. & Works and Rec. & Parks	Purported discrepancies in report dated July 19 & July 24/79 (Weed Spraying)	G.C. Aug.1/79-Item #1259	Feb. 29/80	4
	Eng. & Works	to co-ordinate report			
341-79	Eng. & Works	Snow and ice removal from City sidewalks	G.C. August 15/79-Item #1401	Feb. 13/80	2
349-79	Eng. & Works and Rec. & Parks	Weed Spraying Programme	Letter dated Aug.15/79 from Mr.T. Shaw	Feb. 29/80	3



City of Mississauga

MEMORANDUM

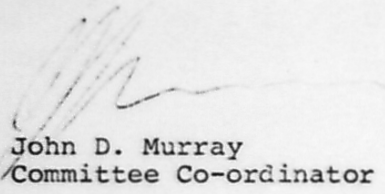
To Members of the Public Works
Dept. Committee

From J. D. Murray
Dept. Clerk's

February 6, 1980

Re: Public Works Committee
File 139-80

Please note that the Public Works Committee meeting previously scheduled for Friday, February 8, 1980 at 2:00 p.m., will now be held at 9:15 ~~p.m.~~ *a.m.* on the same day.


John D. Murray
Committee Co-ordinator

/pj

c.c. Mayor and Members of Council
Department Heads

CITY OF MISSISSAUGA

M I N U T E S

MEETING #1

NAME OF COMMITTEE:

PUBLIC WORKS COMMITTEE

DATE OF MEETING:

Friday, February 8, 1980

PLACE OF MEETING:

Committee Room 'A' at 9:15 a.m.

MEMBERS PRESENT:

Councillor K. Dear, Chairman
Councillor F. McKechnie, Vice-Chairman
Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr

OTHERS PRESENT:

Mayor F. McCallion

STAFF PRESENT:

Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director of
Maintenance, Engineering
Mr. T. L. Julian, City Clerk
Mr. J. D. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. Appointment of a Chairman of the Public Works Committee to serve for the year 1980. The Committee endorsed a recommendation that Councillor Dear be re-appointed Chairman of the Committee for 1980.

Files: 139-80 Recommendation #1 (Councillor Hooper)
 2-80

APPROVED

2. Appointment of a Vice-Chairman of the Public Works Committee to serve for the year 1980. The Committee endorsed a recommendation that Councillor McKechnie be appointed Vice-Chairman of the Committee for 1980.

Files: 139-80 Recommendation #2 (Councillor Taylor)
 2-80

APPROVED

February 8, 1980

3. In 1979, the Public Works Committee met on the first Thursday of the month at 7:30 p.m. and on the third Friday of the month at 2:00 p.m. This year, as there are no citizen members on the Committee, it was suggested that the Committee meet on the first and third Fridays of the month at 2:00 p.m. The Committee agreed, after some debate, to meet on the second and fourth Fridays of the month at 9:30 a.m.

File: 139-80 Recommendation #3 (Councillor Starr)

APPROVED

4. Report dated January 15, 1980 from the Commissioner of Engineering and Works regarding removal of snow from culs-de-sac and courts. In his report, Mr. Taylor advised that it has been City policy to undertake the plowing of culs-de-sac and courts only after the priority routes within the area have been completed. The culs-de-sac will be cleared by a snowplow making one pass to the end of the court to open the road to traffic, than an industrial type loader will clean around the circle approximately eight hours following the first plowing. This time period is caused by the fact the same machine is required to clean bus stop shelters and crosswalks, etc. In his report, Mr. Taylor outlined a number of difficulties with respect to the snowplowing in culs-de-sac and recommended:

- a) That wherever possible, snowplowing of culs-de-sac and courts be undertaken in such a way that the snow is plowed toward the centre of the turning circle as opposed to the curb.
- b) That when the build-up of snow is such that it causes problems, the snow be removed by a front-end loader and hauled away in trucks.

Mr. Taylor advised the Committee that culs-de-sac are not priority roads and, therefore, it would be 72 hours before the snow remaining in the centre of the circle, would be removed, in the case of a heavy snowfall. In the event of light snowfalls, the snow would be plowed into the centre of the circle and left until a sufficient amount of snow had accumulated and warranted removal by trucks. Mr. Taylor also advised the Committee that they will undoubtedly receive complaints from residents regarding the storage of snow in the centre of the circle. After little debate, the Committee endorsed Mr. Taylor's recommendation.

Files: 34-80 Recommendation #4 (Councillor Taylor)
24-80

APPROVED

February 8, 1980

5. Report dated January 3, 1980 from the Commissioner of Engineering and Works regarding snow removal from Regional roads. Mr. Taylor advised that Regional Council, in September 1979, agreed that the City would undertake snow removal on certain Regional roads during the 1979-80 Winter season with the cost to be shared on a 50-50 basis. Regional Council also required that the City submit a request for the necessary budget appropriation in the Regional budget. Mr. Taylor stated that the Region has been advised of the City's estimated costs for the following streets:

- a) Thomas Street from Mississauga Road westerly to the CPR tracks
- b) Britannia Road from Pioneer Road to Elsboro Road
- c) Cawthra Road east side from Dundas Street to Burnhamthorpe Road
- d) Airport Road from Beverley Street to Derry Road
- e) Derry Road from Airport Road westerly 1,000 feet.

Councillor Taylor questioned why the snow was being removed only from the east side of Cawthra Road. Mr. Taylor advised that in his Department's opinion, snow on the west side of Cawthra Road was not a safety or traffic hazard and, therefore, need not be removed at City expense. Councillor Taylor recommended that in 1981, snow be removed from both sides of Cawthra Road between Dundas Street and Burnhamthorpe Road.

Files: 18-80 Recommendation #5 (Councillor Taylor)
34-80

6. Summary of Unfinished Business relating to the Public Works Committee as of February 1, 1980.

File: 139-80 Recommendation #6 (Councillor Hooper)

RECEIVED

7. Councillor Dear requested that the Public Works Committee consider its role for 1980. He advised that in his opinion, the Committee should deal with problems of development and its financial impact upon the City. He said that Engineering concerns were not adequately dealt with in the consolidated report and that the Planning Committee was not fully aware of Engineering and Financial restraints upon proposed developments.

Mayor McCallion and Councillor Taylor endorsed Councillor Dear's comments. Mayor McCallion pointed out that the financial impact of residential development on the City to cover the cost of construction of roads, sewers and bridges, etc. to service the new

February 8, 1980

ITEM 7 CONTINUED

subdivisions must be considered. Councillor Taylor also stated that servicing standards for condominiums should be reviewed. The Committee agreed that all draft plans of subdivisions should be reviewed to determine the Engineering and Financial impact on the City. It was felt that this review should be done by the Public Works Committee until such time as the necessary guidelines and procedures have been established.

Councillor Hooper pointed out that this proposal was contrary to the current policy for Standing Committees to deal with policy matters only. Mr. Julian, City Clerk, also expressed reservations with such a procedure because a development may obtain approval from one Committee, but not another. Mr. Julian also pointed out that until 1975, an Impact Committee made up of representatives from all concerned departments, reviewed all subdivision proposals prior to them being released for preliminary processing.

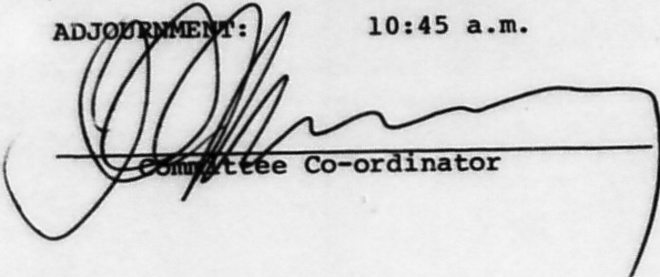
Councillor Dear suggested that he meet with Mr. W. P. Taylor, Commissioner of Engineering and Works, to discuss this matter and requested that further consideration on this item be deferred.

File: 139-80

DEFERRED

RECOMMENDATIONS: As per Report No. 1-80

ADJOURNMENT: 10:45 a.m.



Committee Co-ordinator

PUBLIC WORKS COMMITTEE

FEBRUARY 8, 1980

REPORT NO. 1-80

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its first report and recommends:

1. *K. Dear*
cc Com. Members
L. Heaps That Councillor K. Dear be appointed as Chairman of the Public Works Committee to serve for the year 1980.

(38-1-80) 139-80
2-80

2. *F. McKechnie*
cc Com. Members
L. Heaps That Councillor F. McKechnie be appointed as Vice-Chairman of the Public Works Committee to serve for the year 1980.

(38-2-80) 139-80
2-80

3. *Committee Members*
cc L. Heaps That the Public Works Committee meet on the second and fourth Fridays of each month at 9:30 a.m.

(38-3-80) 139-80

4. (a) *W.P. Taylor*
cc J. L. Leduc That wherever feasible the snow plowing of culs-de-sac and courts be undertaken in such a way that the snow is plowed towards the centre of the turning circle as opposed to the curb.

- (b) That when the build-up of snow on culs-de-sac is such that it causes problems, the snow be removed by front-end loader.

(38-4-80) 24-80
34-80

February 8, 1980

5. (a) That it be the policy of the City of Mississauga to remove snow on the following Regional roads on an 'as when, as required' basis and that the cost of such works be shared on a 50-50 basis with the Region of Peel effective January 1, 1980:
- WR Taylor
cc J. L. L. L. L.
W. J. L. L. L.*
- (i) Thomas Street from Mississauga Road westerly to the CPR tracks.
 - (ii) Britannia Road from Pioneer Road to Elsboro Road.
 - (iii) Cawthra Road west side from Dundas Street to Burnhamthorpe Road.
 - (iv) Airport Road from Beverley Street to Derry Road.
 - (v) Derry Road from Airport Road westerly 1,000 feet.
- (b) That arrangements be made so that snow is removed from both sides of Cawthra Road from Dundas Street to Burnhamthorpe Road commencing in the year 1981.

(38-5-80) 18-80
34-80

6. That the Summary of Unfinished Business relating to the Public Works Committee as of February 1, 1980, be received.

(38-6-80) 139-80



City of Mississauga

MEMORANDUM

To Members of the Public Works
Committee

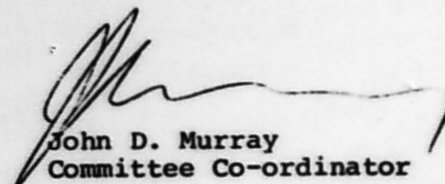
From John D. Murray

Dept. Clerk's

March 24, 1980

Re: Public Works Committee
Cancellation of Meeting
File 139-80

This is to advise that at the direction of Councillor Dear, Chairman, the meeting of the Public Works Committee scheduled for Friday, March 28, 1980 at 9:30 a.m., has been cancelled due to a lack of items for the agenda.


John D. Murray
Committee Co-ordinator

/pj

c.c. Mayor and Members of Council
All Department Heads



City of Mississauga

MEMORANDUM

To Chairman and Members of the
Dept. Public Works Committee

From J. D. Murray

Dept. Clerk's

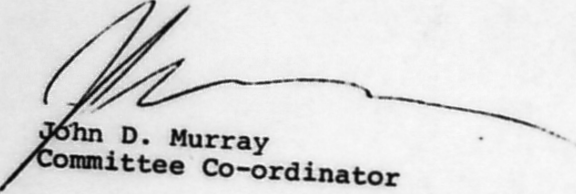
April 22, 1980

Re: Public Works Committee
Cancellation of Meeting
File 139-80

Please be advised that the meeting of the Public Works Committee, scheduled for Friday, April 25, 1980 at 9:30 a.m., has been cancelled due to a lack of items.

The next meeting of the Committee will be held on Friday, May 9, 1980 at 9:30 a.m.

/pj


John D. Murray
Committee Co-ordinator

c.c. Mayor and Members of Council
Department Heads



City of Mississauga

MEMORANDUM

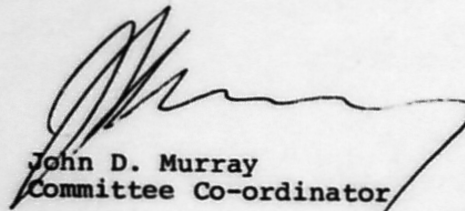
To Chairman and Members of the From J. D. Murray
Dept. Public Works Committee Dept. Clerk's

May 7, 1980

**Re: Public Works Committee
Cancellation of Meeting
File 139-80**

This is to advise that the meeting of the Public Works Committee, scheduled for Friday May 9, 1980 at 9:30 a.m., has been cancelled due to the lack of items.

The next meeting of the Committee will be held on May 23, 1980 at 9:30 a.m.


John D. Murray
Committee Co-ordinator

/pj

c.c. Mayor and Members of Council
All Department Heads



City of Mississauga

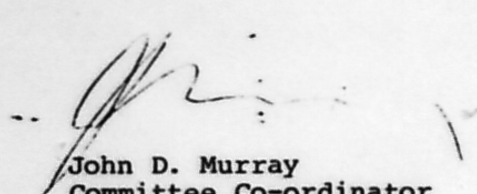
MEMORANDUM

To Chairman and Members of the From John D. Murray
Dept. Public Works Committee Dept. Clerk's

May 20, 1980

Re: Public Works Committee
Cancellation of Meeting
File 139-80

This is to advise that at the request of the Chairman, Councillor Dear, the meeting of the Public Works Committee scheduled for Friday, May 23, 1980 at 9:30 a.m., has been cancelled due to a lack of items.


John D. Murray
Committee Co-ordinator

/pj

c.c. Mayor and Members of Council
All Department Heads

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, JUNE 13, 1980; 9:30 A.M.

COMMITTEE ROOM "A"

MEMBERS:

Councillor L. Taylor
Councillor F. McKechnie
Councillor F. Hooper
Councillor R. Starr
Councillor K. Dear

PREPARED BY:
DATE:

Clerk's Department
June 9, 1980

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT
THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER
EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE
AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FRIDAY JUNE 13, 1980

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	139-80 2-80	1979 up-date of Road Needs Study of City of Mississauga
2.	139-80 2-80	Road Needs Study, Distribution of Highway Subsidy
3.	139-80 2-80	Reimbursement of servicing costs
4.	139-80 2-80	Summary of unfinished business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, JUNE 13, 1980
COMMITTEE ROOM "A", 9:30 A.M.

MATTERS FOR CONSIDERATION:

1. The 1979 up-date of the Road Needs Study of the City of Mississauga, prepared by McCormick, Rankin and Associates Limited. This report was prepared to provide a summary of findings of the 1979 Road Needs Study which was undertaken jointly by the City of Mississauga and the Ministry of Transportation and Communications. Mr. R. Blay of McCormick, Rankin and Associates will be at the Committee meeting to provide a slide presentation to the Committee and answer any questions it may have regarding the study.

A copy of this study has been enclosed with the agendas of the Committee members and Councillors only.

RECOMMEND RECEIPT

File: 139-80
2-80

2. A report dated June 5, 1980, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with his comments on the Road Needs Study 1979 up-date and the distribution of the highway subsidy from the Ministry of Transportation and Communications. In his report, Mr. Taylor refers to concerns expressed by Councillors to the effect that too much of the Ministry of Transportation and Communications Road Subsidy was being directed to major road improvements for growth related areas and too little, was being spent in older areas of the City.

In his report, Mr. Taylor advises that the Road Needs required for new development areas require approximately 74% of available funding, while older areas require the balance of 26%.

Mr. Taylor anticipates road construction subsidy of \$3,000,000 for 1981, and on this basis shall meet 1981 budget requirements of approximately \$5.2 million for new development areas and \$2,000,000 for older areas. In his report, Mr. Taylor recommends:

"that the 1981 Capital Budget for roads, (non-connecting link) be prepared on the following basis: approximately 74% of the Ministry of Transportation and Communications Road subsidy be allocated to major road improvements for new developments and 26% to up-grading roads in

older areas of the City".

RECOMMEND RECEIPT

File: 139-80
2-80

3. A report dated June 5, 1980, from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding requests from developers for reimbursement of service of costs when their lands are developed prior to adjacent lands. Councillor McKechnie raised this matter at the Council meeting of May 12, 1980, and requested that the Commissioner prepare a report for the Administration and Finance Committee. As this matter has been previously considered by the Public Works Committee, it is appropriate for the Committee to consider Mr. Taylor's report.

Council, at its meeting of July 23, 1979, adopted the following as City policy:

- "(a) That when applications for land severances are received for lands adjacent to or surrounded by lands subject to proposed plans of subdivision in areas of the municipality subject to rapid development such as the North North Dixie Area, it be made a requirement that the applicant for the severance pay a charge in the amount of \$100.00 per side foot frontage for the road and services.
- (b) That monies collected from this charge be paid to the developer who has installed the services, if the severance application is received by the municipality prior to acceptance of the road and services by the City.
- (c) That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance."

Mr. Taylor recommends that the above policy be reconfirmed.

RECOMMEND ADOPTION

File: 139-80
2-80

- 3 -

4. Summary of Unfinished Business relating to the Public Works Committee. At this time there are no outstanding reports before the committee.

File: 139-80
2-80

2

FILE REFERENCE: 11 211 00087
11 141 00039
11 321 81001

Chairman and Members of the
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

RECEIVED
REGISTRY No. 10842

DATE JUN 9 1980

June 5, 1980

FILE No. 18-80

139-80

CLERK'S DEPARTMENT

SUBJECT: Road Needs Study and the distribution of Highway Subsidy.

ORIGIN: Engineering and Works Department.

COMMENTS: We are attaching for Committee's information the 1979 updated Road Needs Study. This study shows, on Page 3, that our total Now + 1 - 5-Year needs are approximately \$96,000,000.00. This does not include our Connecting Link Needs, which amount to approximately \$8,000,000.00.

During the Capital Budget discussions concern was expressed by members of the Budget Committee that too much of our subsidy dollars was being directed to major road improvements for growth related areas and little, if any, of our construction dollars was being spent for older areas of the City.

We have reviewed the Road Needs which have been outlined in our Study and we have found that new development areas require 74% of our construction dollars, while older areas require the balance, or 26%, based on need.

If we were granted \$3,000,000.00 for Road Construction Subsidy in any one year we should, therefore, be spending \$2,220,000.00 in subsidy on new areas and \$780,000.00 on our older areas.

In 1981, if Council decides that subsidy should be allocated 74% to major roads in new areas and 26% to the older areas, the funding could be as follows:-

Major Road Improvements - new areas	\$5,200,000.00
- older areas	\$2,000,000.00
or a total gross expenditure of -	<u>\$7,200,000.00</u>

2a

Page 2

Chairman and Members of
the Public Works Committee - continued

COMMENTS: (continued)

We have reviewed our 1981 Budget and our projects are as follows:-

- 1 - Winston Churchill Boulevard - Eglinton to Derry.
- 2 - Bramalea Road.
- 3 - Hammond Road.
- 4 - Central Parkway East Grade Separation and Grade Approaches.
- 5 - Various intersection improvements.

for a total cost of \$7,400,000.00.

It is evident that if Council desires to commence in 1981 to distribute subsidy dollars in the ratio of 74% to new areas and 26% to older areas, this could be done with the funds already approved, and using a \$3,000,000.00 allocation.

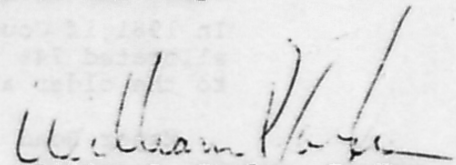
In reviewing the Capital Budget we wish to draw to Committee's attention that it has already been shown that approximately \$1,000,000.00 will be provided for road construction in 1981 from Current Budget and Debenture Funds, which would readily allow implementation of road improvement in older areas.

RECOMMENDATION:

That the 1981 Capital Budget for roads (non-Connecting Link) be prepared on the following basis:-

Approximately 74% of subsidy dollars be allocated to major road improvements for new development, and 26% to upgrading older areas of the City.

WPT.mh
c.c. E. M. Halliday


William P. Taylor, P. Eng.,
Commissioner.

3

FILE REFERENCE: 11 141 00012
14 111 00001
16 131 00001
11 211 00011

Chairman and Members of the
Administration & Finance Committee

William P. Taylor, P. Eng.
Engineering and Works

June 5, 1980

SUBJECT: Requests from developers for reimbursement of servicing costs when their lands are developed prior to adjacent lands.

ORIGIN: Council Meeting Monday, May 12, 1980 - Councillor F. McKechnie.

COMMENTS: Councillor McKechnie, at the above noted Council Meeting, indicated that there had been a number of requests from developers for reimbursement of servicing costs when their lands are developed ahead of adjacent lands.

In 1979, with the development of N.N. Dixie, it became very apparent to this department that there were a lot of small land owners in that area who were going to benefit from the development of medium and large developments adjacent to their lands. We, therefore, prepared the attached report, which was approved by Council, and dealt with Committee of Adjustment Applications; however, this should not be a problem as a severance by way of Committee of Adjustment is just another form of subdivision. We would suggest, however, that possibly in 1980 it should be clarified to cover both Committee of Adjustment and Subdivision Applications.

We would suggest to the Administration & Finance Committee that we are now attempting in all new plans of subdivision, where there is a chance that a property could be developed which would use the road and/or services being constructed for a development, that the agreement indicate the developer will be reimbursed as per the policy adopted in 1979.

We are attaching an excerpt from the Kereven Agreement which contains this particular clause.

We would, therefore, suggest to the Administration & Finance Committee that they might wish to reconfirm the following as policy:

That where land severances, or plans of subdivision occur,

3a

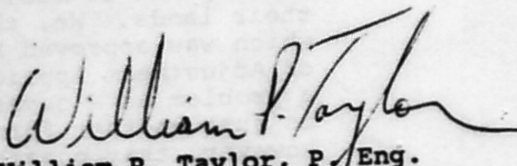
Page 2

Chairman and Members of the
Administration and Finance Committee - continued

COMMENTS: (continued)

as a condition of the plans of subdivision or severances, they be required to pay \$100.00 per side foot frontage for roads and services which have been installed. Also that the monies collected by the City be paid to the particular developer who has installed the services if his subdivision has not been accepted by City Council.

- RECOMMENDATIONS:
- 1 - That where land severances or plans of subdivision occur, as a condition of the plans of subdivision or severances, the applicant be required to pay \$100.00 per side foot frontage for roads and services which have been installed.
 - 2 - That the monies collected by the City be paid to the particular developer who has installed the services if his subdivision has not been accepted by City Council.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh
Att.

c.c. E. M. Halliday,
A. E. McDonald,
J. R. Beilby.



City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
16 131 00001
11 211 00011

36

To Chairman and Members of
Public Works Committee
Dept.

From William P. Taylor, P. Eng.
Dept. Engineering and Works

June 26, 1979

SUBJECT:

Severances of lands adjacent to, or within,
new plans of subdivision.

ORIGIN:

Engineering and Works Department.

COMMENTS:

With the development of the North North Dixie area we are finding a considerable number of holdouts (small land holdings) who are now requesting severances once the adjacent, and/or surrounding lands, are serviced. In fact, we are finding that the request for severance is taking place prior to registration of the pertinent plan of subdivision.

In order to bring some control over the situation we are suggesting that for severances which occur in developing residential areas such as North North Dixie, in lieu of a plan of subdivision, a charge be imposed by the municipality of \$100.00 per side foot frontage for road construction and services. In addition to this, we are suggesting that such severances be required to pay the cost of storm, sanitary and water connections, and any other levies applicable.

We would also suggest that the amount of money collected by the City for services should be paid to the developer who has serviced the street if the severance occurs prior to acceptance of the developer's services by the City.

RECOMMENDATIONS:

- 1 - That where land severances occur in developing areas such as North North Dixie, as a condition of such severances, it be a requirement that payment be made of \$100.00 per side foot frontage for road and services.

Further, that the monies collected from these

continued.....



3C

Page 2

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS:

severances be paid to the developer who has installed the services if the severance takes place prior to acceptance of the road and services by the City.

- 2 - That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby,
W. Andrews.

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner.

3d.

27. In the event of development of any land abutting Carrington Road, but not included in the Plan, by way of a Plan of Subdivision or Land Division the City agrees that it will impose the condition that the applicant for such plan of subdivision or land division pay a charge to the City in the amount of \$100.00 per foot of land owned by such applicant and abutting Carrington Road, provided that the application for draft approval or for land division is received by the applicable authority prior to acceptance of the roads and services within the Plan by the City and the Region. Any monies so collected by the City shall be paid to the Developer. THIS AGREEMENT shall enure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal.

SIGNED, SEALED AND DELIVERED
in the presence of

DEVELOPER
KEREVEN INVESTMENTS LIMITED

per: *Michael L. L...*

BRUSTOR INVESTMENTS LIMITED

per: *[Signature]*

per: *M. [Signature]*

[Signature]
Aaron Barzilay

[Signature]
Witness to the signature of
Aaron Barzilay

IN WITNESS WHEREOF the RYAL BANK OF CANADA
has caused these presents to be signed by
its duly authorized attorney-in-fact in that behalf
dated this 14th day of April, 1970.
Attest of [Signature] Notary Public on
July 26, 1970 at No. 49375

MORTGAGEE
THE ROYAL BANK OF CANADA

per: *[Signature]*

per: *[Signature]*

THE TORONTO-DOMINION BANK

per: *[Signature]*

[Handwritten initials]

[Stamp]

CITY OF MISSISSAUGA

M I N U T E S

MEETING #2

NAME OF COMMITTEE: PUBLIC WORKS COMMITTEE

DATE OF MEETING: Friday, June 13, 1980

PLACE OF MEETING: Committee Room 'A' at 9:50 a.m.

MEMBERS PRESENT: Councillor K. Dear, Chairman
Councillor F. McKechnie, Vice-Chairman
Councillor F. Hooper
Councillor R. Starr

MEMBERS ABSENT: Councillor L. Taylor

OTHERS PRESENT: Mr. R. Blay - McCormick, Rankin and Associates - Item 1

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director of Maintenance Engineering
Mr. R. Skinnerland, Financial Policy Advisor
Mrs. B. Garinther, Finance
Mr. J. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. The 1979 update of the Road Needs Study of the City of Mississauga, prepared by McCormick, Rankin and Associates Limited. This Study was prepared to provide a summary of findings of the 1979 Road Needs Study which was undertaken jointly by the City of Mississauga and the Ministry of Transportation and Communications. Mr. R. Blay of McCormick, Rankin and Associates, who was present at the meeting, presented a slide presentation and answered questions pertaining to the Study.

Mr. Blay advised the Committee that the Road Needs Study provided a basis for the Ministry of Transportation and Communications annual road subsidy and outlined to the Municipality their immediate needs, their estimated needs over a 1 to 5 year period and over a 6 to 10 year period. For the purposes of the Study, it was assumed that all urban residential roads would be upgraded or maintained at curb and gutter standards. This benefits the Municipality's subsidy levels even though at the request of residents, the standards are later reduced to simple ditch standards.

June 13, 1980

ITEM 2 CONTINUED

for older areas. In his report, Mr. Taylor recommended:

"That the 1981 Capital Budget for roads, (non-connecting link) be prepared on the following basis: approximately 74% of the Ministry of Transportation and Communications Road subsidy be allocated to major road improvements for new developments and 26% to upgrading roads in older areas of the City".

After some debate on this matter, the Committee endorsed Mr. Taylor's recommendation in this regard.

Files: 139-80 Recommendation #8 (Councillor McKechnie)
120-80

APPROVED

3. Report dated June 5, 1980 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding requests from developers for reimbursement of service of costs when their lands are developed prior to the development of adjacent lands. Councillor McKechnie raised this matter at the Council meeting on May 12, 1980 and requested that Mr. Taylor prepare a report for the Administration and Finance Committee. As this matter has been previously considered by the Public Works Committee, it was appropriate for the Committee to consider Mr. Taylor's report.

Council, at its meeting on July 23, 1979, adopted the following as City policy:

- "(a) That when applications for land severances are received for lands adjacent to or surrounded by lands subject to proposed plans of subdivision in areas of the municipality subject to rapid development such as the North North Dixie Area, it be made a requirement that the applicant for the severance pay a charge in the amount of \$100.00 per side foot frontage for the road and services.
- (b) That monies collected from this charge be paid to the developer who has installed the services, if the severance application is received by the municipality prior to acceptance of the road and services by the City.
- (c) That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance".

Mr. Taylor recommended that the above policy be re-confirmed.

June 13, 1980

ITEM 1 CONTINUED

Mr. Blay also pointed out that the 1980 update will be revised to incorporate metric measures and 1980 dollars. He also pointed out that the 1979 Study is in 1976 dollars which have been used as base figures. Mr. Blay reminded the Committee that the Study provides an inventory of theoretical road needs for funding and planning purposes but that neither the Province nor the Municipality have sufficient funds to complete all the works outlined in the Study. Mr. Blay advised that the Ministry's subsidy amounts to about 6% per annum of the current plus 1 to 5 year needs, excluding connecting link roads. However, the City of Mississauga has received additional subsidies in recognition of the added demands caused by urban growth and that such additional subsidies have covered the cost of the Burnhamthorpe Bridge. The Committee was advised that the Ministry of Transportation and Communications is limited in its funding by the Provincial Treasury Board, which has restricted increases to 3 or 4% per year. Mr. Blay then outlined to the Committee the criteria for establishing what roads must be upgraded or maintained and the priorities of such works.

The Committee was advised that the 1980 Study would be available in December, 1980 and should be reviewed in January, 1981, to provide documentation to support a request by the Municipality for a larger Provincial roads subsidy. Mr. Blay confirmed that the estimated costs and background information could be made available in July, 1980 to document such a request.

The Committee agreed to review this matter further at the next meeting of the Public Works Committee scheduled for July 11, 1980.

Files: 139-80 Recommendation #7 (Councillor Hooper)
18-80

2. Report dated June 5, 1980, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with his comments on the Road Needs Study 1979 update and the distribution of the highway subsidy from the Ministry of Transportation and Communications. In his report, Mr. Taylor referred to concerns expressed by several Councillors during the 1980 Budget discussions to the effect that too much of the Ministry of Transportation and Communications Road Subsidy was being directed to major road improvements for growth related areas and too little was being spent in older areas of the City. In his report, Mr. Taylor advised that current Road Needs subsidies for new development areas required approximately 74% of available funding, while older areas required the balance of 26%.

Mr. Taylor anticipated a road construction subsidy of \$3,000,000.00 for 1981 and on this basis, shall meet 1981 Budget requirements of approximately \$5.2 million for new development areas and \$2,000,000.00

June 13, 1980

ITEM 3 CONTINUED

The Committee endorsed Mr. Taylor's recommendation in this regard.

Files: 139-80 Recommendation #9 (Councillor McKechnie)
 66-80
 34-80

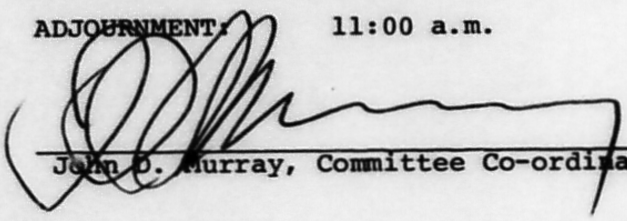
APPROVED

4. Summary of Unfinished Business relating to the Public Works Committee. At the time of the meeting, there were no outstanding reports before the Committee.

File: 139-80

RECOMMENDATIONS: As per Report No. 2-80

ADJOURNMENT: 11:00 a.m.


John D. Murray, Committee Co-ordinator

PUBLIC WORKS COMMITTEE

JUNE 13, 1980

REPORT NO. 2-80

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

7. That the slide presentation prepared by Mr. R. Blay of McCormick, Rankin and Associates, regarding a summary of findings of the 1979 Road Needs Study Up-Date, be received and that Mr. Blay be thanked for his informative presentation.

(38-7-80) 139-80
18-80

8. That the 1981 Capital Budget for roads, (non-connecting link) be prepared on the basis of allocating approximately 74% of the Ministry of Transportation and Communications Road subsidy to major road improvements for new developments, and 26% to up-grading roads in older areas of the City of Mississauga.

(38-8-80) 139-80
120-80

9. That the following policy adopted by Council on July 23, 1979, regarding a charge of \$100.00 per linear foot frontage for roads and services for land severances, be re-confirmed:

- (a) That when applications for land severances are received for lands adjacent to or surrounded by lands subject to proposed plans of subdivision in areas of the municipality subject to rapid development such as the North North Dixie Area, it be made a requirement that the applicant for the severance pay a charge in the amount of \$100.00 per linear foot frontage for the road and services.
- (b) That monies collected from this charge be paid to the Developer who has installed the services, if the severance application is received by the Municipality prior to acceptance of the road and services by the City of Mississauga.

June 13, 1980

ITEM 9 CONTINUED

- (c) That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance."

(38-9-80) 139-80
66-80
34-80



City of Mississauga

MEMORANDUM

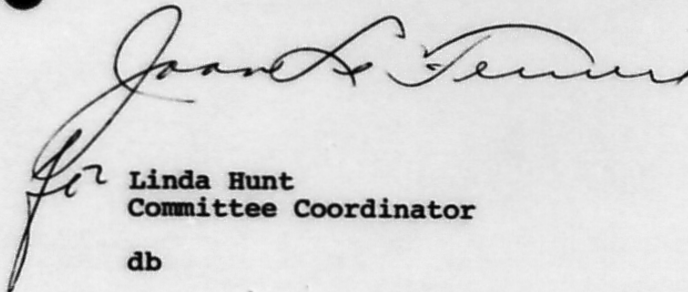
To John Murray From Linda Hunt
Dept. Clerk's Dept. Clerk's

February 26, 1980

RE: File: 139-80

Re: Report of the Public Works Committee
February 8, 1980

At its meeting held on February 20, 1980, the General Committee considered the report of the Public Works Committee dated February 8, 1980, and Council adopted the report on February 25, 1980.


Linda Hunt
Committee Coordinator
db



City of Mississauga

MEMORANDUM

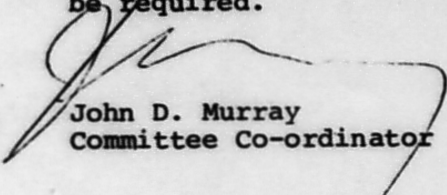
To All Members of Council From John D. Murray
Dept. All Members of the Public Works
Committee Dept. Clerk's
All Department Heads

June 23, 1980

Re: File No. 139-80 - Public Works Committee

The Public Works Committee at its meeting on June 13, 1980 agreed that the next meeting of the Committee should be scheduled for Friday, July 11, 1980 at 9:30 am.

The Committee also agreed that the second June meeting of the Public Works Committee scheduled for June 27, 1980 would not be required.


John D. Murray
Committee Co-ordinator

/lmh

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 10, 1980, 10:00 a.m.

BOARD ROOM OF THE ENGINEERING DEPARTMENT

MEMBERS:

Councillor K. Dear, Chairman
Councillor F. McKechnie, Vice-Chairman
Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr

Prepared by:
Date:

Clerk's Department
July 8, 1980

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, THURSDAY, JULY 10, 1980

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	139-80 72-80 34-80	Redevelopment of area bounded by Hwy.10, Hwy 5, Confederation Parkway & C.P.R.
2.	139-80 24-80 17-80	Roadside mowing on City Boulevards.
3.	139-80 54-80	Cooksville Creek Improvements
4.	139-80	Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 10, 1980
10:00 a.m., BOARD ROOM
ENGINEERING DEPARTMENT

MATTERS FOR CONSIDERATION

1. A report dated July 4, 1980, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the development of the area bounded by Highway #10, Highway #5, Confederation Parkway and the Canadian Pacific Railway Tracks. Mr. Taylor advises in his report, that in light of the proposed redevelopment for this area, the reconstruction of all internal roads will be required. Mr. Taylor outlines the cost for the road construction and storm sewer works for each internal road and each portion of the ring road system included in this quadrant. Mr. Taylor advises that if redevelopment is to occur in this area, the City and the Region will be required to install services and reconstruct the roads. Mr. Taylor therefore suggests that a \$90.00 per side foot charge be levied on all lands in the area which are to be redeveloped. This charge would be above and beyond arterial road and major water course levies. Mr. Taylor further advises that a separate arrangement should be made with PHI International Ltd.

Regardless of the timing of the proposed redevelopment, Mr. Taylor advises that it will be necessary to reconstruct Hillcrest Avenue and Confederation Parkway to a two-lane paved ditch standard to provide adequate road access to the Hurontario Go-Station.

Mr. Taylor also advises that the City of Mississauga will provide between 20 and 30% of the estimated 2,197 parking spaces. Mr. Taylor estimates that the cost per parking space is approximately \$5,500.00 and that the developers of the area should be required to make up the difference between the parking provided for the development and the actual parking required.

In his report, Mr. Taylor recommends:

- "1. That the following streets be considered for construction/reconstruction in the 1981 Capital Budget.

July 10, 1980

- a. Confederation Parkway from Dundas Street to Hillcrest Avenue
- b. Hillcrest Avenue from Confederation Parkway to Hurontario Street
- c. Agnes Street from Confederation Parkway to Hurontario Street.

- 2. That the dedication and widenings required for the road works on Confederation Parkway, Hillcrest Avenue and Agnes Street be deeded gratuitously to the City.
- 3. That the Capital Budget for 1982 and later include Cyrus Street, Cook Street, Novar Road and Melissa Street.
- 4. That a per side foot levy of \$90.00 in addition to the arterial road levy and major watercourse levy be charged against all development at the time of site plan approval in this area with the exception of those lands fronting on Hillcrest Avenue and Confederation Parkway owned by PHI International. This levy to include frontage on north side of Dundas Street and west side of Hurontario Street.
- 5. That an agreement be entered into with PHI International to include the land acquisition, timing of construction of services and roads for Hillcrest Avenue and Confederation Parkway.
- 6. That a levy of \$5,500.00 per deficient parking space be levied against new development which has on site parking deficiencies.
- 7. That an area of approximately 4 acres, surface or stacked, be designated by the Planning Department in order that the Capital Budget for 1982 and later can provide for these requirements".

RECOMMEND ADOPTION

File: 139-80
72-80
34-80

- 2. General Committee, at its meeting on July 2, 1980, considered a report dated June 24, 1980, from the Commissioner of Engineering and Works, Mr. W.P. Taylor, regarding roadside mowing, a copy of which is attached for

July 10, 1980

the Committee's information, and made the following recommendation:

- (a) That the level of service for roadside mowing be increased from twice to three times per season in 1980 and that the roadside mowing budget be increased by \$45,000.00 to allow for this increased level of service and that funds be provided from the Contingency Account.
- (b) That a sufficient number of students be hired immediately to carry out this increased level of service for boulevard mowing.
- (c) That the Public Works Committee be requested to formulate and recommend a policy with respect to road side mowing".

In light of the above recommendation, also attached to the agenda is a memorandum dated July 2, 1980, from Mr. Taylor, in which he requests that the Committee determine:

- (a) whether Boulevard grass cutting in 1981 is to be undertaken by the Engineering and Works Department or the Recreation and Parks Department.
- (b) the level of service to be established and the amount of MTC subsidy which is to be made available to the Recreation and Parks Department if they are to be responsible for the grass cutting.

Also attached to the agenda, for the Committee's information, is a report dated November 8, 1979, from Mr. L. Love, Commissioner of Recreation and Parks, to the Recreation and Parks Committee on the matter of roadside mowing. This report outlines certain difficulties in transferring this responsibility to the Recreation and Parks Department. Therefore, Mr. Love recommended that the Engineering and Works Department continue to carry out roadside mowing and weed control and that Council determine the level of service for 1980. It was originally intended that this report be placed on the agenda of the December, 1979, Recreation and Parks meeting. This meeting was subsequently cancelled and this report was never considered by a Committee of Council.

DIRECTION REQUIRED

File: 139-80

July 10, 1980

3. A report dated July 7, 1980, from the Commissioner of Engineering and Works, regarding proposed channel improvements to the Cooksville Creek. In his report, Mr. Taylor advises that the Water Management Advisory Board of the Credit Valley Conservation Authority, has reviewed the Cooksville Creek Watershed Study prepared by M.M. Dillon Ltd., and adopted the recommendations contained in the report prepared by the Conservation Authority Staff. A copy of this report entitled "Cooksville Creek Flood Control Project" is attached for the Committee's information. This report recommends that certain projects be carried out between 1981 and 1983 at a cost of \$2,324,000.00. Furthermore, Credit Valley Conservation Authority requests confirmation that the city will lease back certain sites and that the City will agree to assume responsibility for City maintenance.

Therefore Mr. Taylor recommends:

- "1. That a resolution be forwarded to the C.V.C.A. that the City of Mississauga agrees to lease back from the C.V.C.A. the following six sites:-

Site 1 - Atwater Avenue and reach immediately downstream.

Site 3 - Paisley Boulevard and reach immediately downstream.

Site 4 - Reach immediately downstream of Camilla Road.

Site 5 - Reach between Atwater Avenue and the Q.E.W.

Site 10- King Street and reach immediately downstream.

Site 13- Reach between Lake Ontario and Highway 2.

2. Further, that the City of Mississauga agrees to assume the responsibility for the on-going maintenance of the works for the above referenced sites".

RECOMMEND ADOPTION

File: 139-80
2-80

4. Summary of unfinished business relating to the Public Works Committee. At this time there are no outstanding reports before the Committee.

File: 139-80

Our file : 11 121 00022
11 141 00039

MEMORANDUM

The Chairman and Members of
The Public Works Committee

W. P. Taylor, P. Eng., Commissioner,
Engineering & Works Department

July 4, 1980

SUBJECT : Redevelopment of the area bounded by Hwy.10/Hwy.5/Confederation
Parkway/C.P.R.

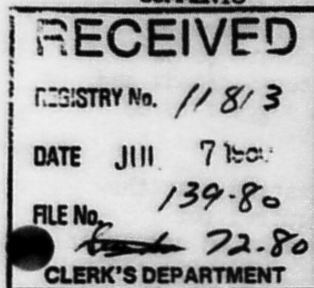
SOURCE : Planning Department Redevelopment Proposal.

COMMENTS : We have reviewed the existing roads and storm drainage for this
area and wish to advise that a new storm drainage system is required
prior to any redevelopment taking place and that all of the
internal roads should be reconstructed if the area is to be
redeveloped.

The following is a list of the streets which require construction
or reconstruction to full municipal standards.

a) Internal Streets	Storm Cost	Road Cost	Total
1. Agnes Street	\$ 86,000	\$170,000	\$256,000
2. Cyrus Street	\$ 13,500	\$ 46,800	\$ 60,300
3. Cook Street	\$ 26,000	\$ 98,000	\$124,000
4. Novar Road	\$ 13,500	\$ 46,800	\$ 60,300
5. Melissa Street (unopened)	\$ 24,000	\$ 94,000	\$118,000
SUB-TOTAL 'A'	\$163,000	\$455,600	\$618,600
b) Ring Road			
1. Hillcrest Avenue (Peak-O-Dawn)	\$ 65,000	\$171,000	\$236,000
2. Confederation Parkway	\$310,800	\$187,600	\$498,400
SUB-TOTAL 'B'	\$375,800	\$358,600	\$734,400
TOTAL A + B	<u>\$538,800</u>	<u>\$814,200</u>	<u>\$1,353,000</u>

..... continued



Page 2.....

To : The Chairman and Members of
the Public Works Committee

July 4, 1980

COMMENTS (cont) : It should be noted that the cost of the Regional services (sanitary and water) have not been included in these figures and these should be done in conjunction with the storm sewer construction if required.

It is our opinion that if redevelopment is to take place in this area, the City and the Region will have to install the services and reconstruct the roads. We would suggest that with the exception of the PHI International lands, Council may wish to impose a per side foot charge on all lands which are to be redeveloped in this area over and above the arterial roads and major watercourse levies. The amount we would suggest to be charged per side foot is \$90.00.

With respect to PHI International, we are suggesting that they be required to dedicate the road allowances required for Confederation Parkway and Hillcrest Avenue and that an agreement be entered into with PHI to cover the timing and financing of the Regional and City services including road costs for these streets.

In 1981, whether this redevelopment takes place or not, it is going to be necessary to construct Hillcrest Avenue and Confederation Parkway to a two lane paved ditched standard in order to provide the Hurontario GO Station with adequate road access. In order to accomplish this, it will be necessary for PHI International to dedicate their lands for the road allowance gratuitously to the City. In addition, we wish to advise that the M.T.C. has agreed to pay upto \$250,000.00 in supplementary subsidy towards the construction of these roads in 1981. We would recommend that the City's share to construct Confederation Parkway and Hillcrest Avenue in 1981 be paid for by PHI International and that PHI be required to pay the total cost for the upgrading to a four-lane cross section including curb and gutter, at the time of development of their lands.

In addition to Hillcrest Avenue and Confederation Parkway being undertaken in 1981, we would suggest that consideration be given in the 1981 budget to include Agnes Street at a cost of \$130,000.00 for servicing and base course pavement.

If these funds are provided, this would permit the start of redevelopment at the corner of Agnes Street/Hurontario Street.

..... continued

Page 3.....

To : The Chairman and Members of
the Public Works Committee

July 4, 1980

COMMENTS (cont) : It should be noted that we have proposed that Melissa Street be opened from Cook Street to Hurontario Street as part of this redevelopment.

We would suggest that the remaining streets be considered in Capital Budgets for 1982/1983/1984.

In addition to servicing, we have looked at the parking requirements and have been advised by the Planning Department (copy attached) that there is a need for 2,197 office and retail parking spaces of which the City of Mississauga should provide between 20 - 30% of these parking spaces. It should be noted that this parking requirement is in Area 3 only, in that we have made a decision that sufficient parking would be available for Area 1 and Area 2 on the GO Transit site.

On the basis of the 25% deficiency in parking, it would be necessary for the City to provide 550 parking spaces at an average land cost of \$15.00 per sq. ft. and construction cost of \$1,000.00 per car space, we would estimate that it will cost the City approximately \$3,000,000.00 to provide 550 spaces or \$5,500 per space.

We would therefore suggest that if the City is to provide or make up the difference between the parking provided by the developer and the actual parking required by the developer, that an amount of \$5,500.00 per deficient space be levied.

If this policy for parking was implemented, Council would have to decide on when or what time the City would construct the additional parking to make up for the deficiencies. In addition, it will be necessary in the planning of this area to allocate the parking areas well in advance. It will also mean that Council will have to purchase the lands for parking in advance of requirements.

In conclusion, we would recommend that the rezoning in this area include allocation for municipal owned parking lots of approximately 4 acres in area (surface or stacked) and that funds be allocated in the Capital Budget commencing 1982 to purchase lands. In addition, we would suggest that where developers pay a parking levy for parking spaces, they enter into an agreement relieving the City of the responsibility to provide parking until the municipality has established both, a need and funds.

..... continued

Page 4.....

To : The Chairman and Members of
the Public Works Committee

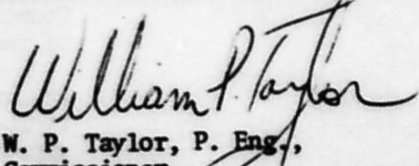
July 4, 1980

- RECOMMENDATIONS :
1. That the following streets be considered for construction/
reconstruction in the 1981 Capital Budget.
 - a. Confederation Parkway from Dundas Street to Hillcrest Avenue
 - b. Hillcrest Avenue from Confederation Parkway to Hurontario Street
 - c. Agnes Street from Confederation Parkway to Hurontario Street.
 2. That the dedication and widenings required for the road works
on Confederation Parkway, Hillcrest Avenue and Agnes Street
be deeded gratuitously to the City.
 3. That the Capital Budget for 1982 and later include Cyrus Street,
Cook Street, Novar Road and Melissa Street.
 4. That a per side foot levy of \$90.00 in addition to the arterial
road levy and major watercourse levy be charged against all
development at the time of site plan approval in this area with
the exception of those lands fronting on Hillcrest Avenue and
Confederation Parkway owned by PHI International. This levy
to include frontage on north side of Dundas Street and west
side of Hurontario Street,
 5. That an agreement be entered into with PHI International to
include the land acquisition, timing of construction of services
and roads for Hillcrest Avenue and Confederation Parkway.
 6. That a levy of \$5,500.00 per deficient parking space be
levied against new development which has on site parking
deficiencies.
 7. That an area of approximately 4 acres, surface or stacked, be
designated by the Planning Department in order that the Capital
Budget for 1982 and later can provide for these requirements.

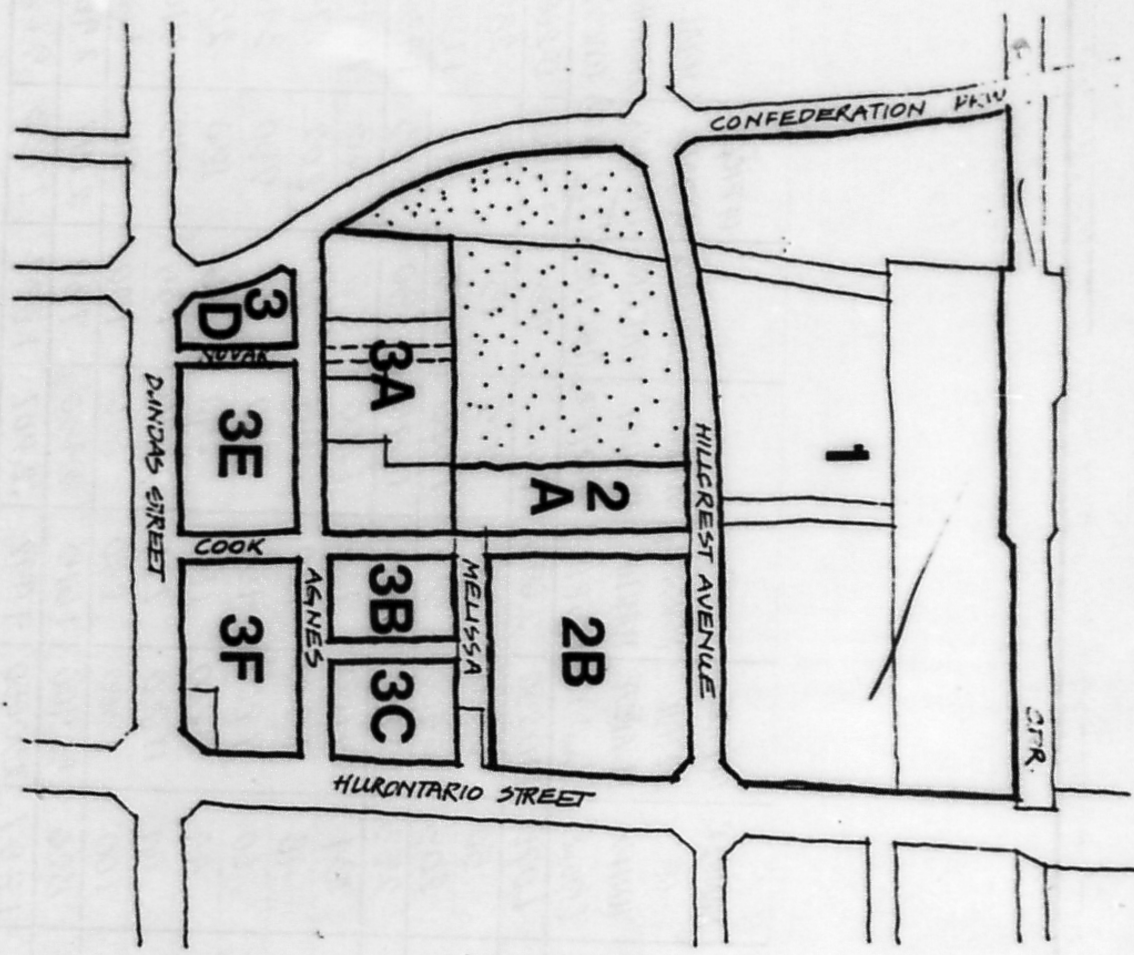
cc : E. Halliday
R. G. B. Edmunds
D. A. R. Ogilvie

Encl.

WPT:sa


W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Department

1-9



BLOCK	BLOCK SIZE (ha)	COVERAGE		NUMBER OF UNITS (130m ²)	OFFICE+ RETAIL FL. AREA (m ²)	HOUSING POPULAT. (2.5P/H.)	WORKING POPULAT. (20m ² /WKE)	HOUSING PARKING (15C/H.)	OFFICE+ RETAIL PARKING (32C/1000)	TOTAL PARKING (CARS)
		HOUSING	OFFICE+ RETAIL							
1	9.35	1.5x	1.5x	1078	140250	2695	7012	718	4488	5206
2A	0.65	1x	1x	50	6500	125	325	15	208	283
2B	2.64	1x	1x	203	26400	507	1320	305	845	1150
2TOTAL	3.29	1x	1x	253	32900	632	1645	380	1053	1433
3A	2.40	1x	1x	184	24000	460	1200	276	768	1044
3B	0.63	1x	1x	48	6300	120	315	12	202	274
3C	0.78	1x	1x	60	7800	150	390	15	250	340
3D	0.58	1x	1x	44	5800	110	290	11	186	252
3E	1.17	1x	1x	90	11700	225	585	135	375	510
3F	1.30	1x	1x	100	1300	250	650	150	416	566
3TOTAL	6.84	1x	1x	526	56900	1615	3430	789	2197	2986
ALL BLOCKS	19.48	—	—	1857	230050	4992	12087	1887	7738	9625

- ACTUAL SIZE OF BLOCK 1 IS 11.03 - 1.68 HA. AND IS CONSIDERED TO BE THE TOTAL SIZE.
- BLOCKS 2A AND 2B (PART OF EXISTING BLOCK ONE) ARE NOT BE DEVELOPED AS INDICATED IN THIS PLAN.

FILE REFERENCE: 12 111 00001
11 111 00003
11 141 00039

Chairman and Members of the
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

July 2, 1980

RECEIVED

REGISTRY No. 11679

DATE JUL 3 1980

FILE No. 17-80
24-80

CLERK'S DEPARTMENT

SUBJECT:

Boulevard grass cutting.

ORIGIN:

Meeting of General Committee July 2, 1980

COMMENTS:

General Committee, at its meeting held July 2, 1980, approved of the increase in the level of service for boulevard grass cutting in 1980 from two to three times a year. In addition, considerable discussion took place as to whether this function should be under the jurisdiction of the Recreation and Parks Department or the Engineering and Works Department. If Committee is going to consider this matter on July 14, 1980, the following points should be considered:-

- 1- The level of service desired for City boulevards. Committee should be aware that Mr. Love said that "Parks were providing in 1980, due to the heavy rainfall, twice a week grass cutting" at the July 2nd General Committee Meeting. Should this level of service be provided for City boulevards, in one and one half weeks we would use up the entire 1980 Grass Cutting allocation in our budget, plus the additional approved on July 2, 1980.
- 2 - There is an M.T.C. Subsidy involved and if this is placed under the Recreation and Parks Department, how much Subsidy money are we going to allocate to that department on an annual basis for this work? For instance, if we gave them \$60,000.00 this would not permit any better grass cutting in 1981 than we have in 1980, i.e. 3 cuttings per year. In addition, with the tight fiscal arrangements which we have with the M.T.C., it may not be practical to allocate any more Subsidy than we have allocated in 1981 for boulevard grass cutting purposes than has been allocated in 1980.

continued....

211

Chairman and Members
of the Public Works Committee - continued

COMMENTS: continued

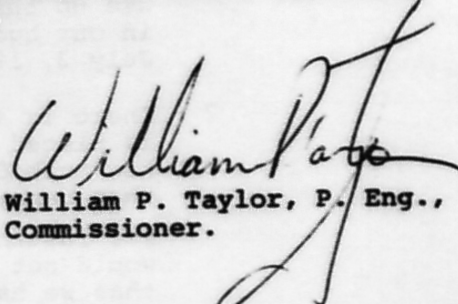
In conclusion, boulevard grass cutting can be improved if the City is prepared to increase the level of service and provide the necessary funds to meet that level of service. This improvement can be made whether the service is rendered by the Recreation and Parks Department or the Engineering and Works Department. If, however, the Public Works Committee feels that this service would be better carried out under Recreation and Parks, we would suggest it be given to that department with a level of service stipulated and with a fixed allotment of M.T.C. Subsidy funds agreed upon.

RECOMMENDATIONS:

- 1 - That it be established whether boulevard grass cutting in 1981 is to be undertaken by the Engineering and Works Department or the Recreation and Parks Department.
- 2 - That if boulevard grass cutting is assigned to Recreation and Parks, the level of service also be established at the same time, and that the amount of M.T.C. Subsidy which is to be made available to the Recreation and Parks Department be determined as well.

WPT.mh

c.c. E. M. Halliday,
A. E. McDonald.


William P. Taylor, P. Eng.,
Commissioner.

City of Mississauga

Our file : 11 141 00017
12 111 00001

RECEIVED

REGISTRY No. 11472

The Mayor and Members of JUN 25 1980

General Committee

FILE No. 17-80

W. P. Taylor, P. Eng., Commissioner

Engineering & Works Department

CLERK'S DEPARTMENT

June 24, 1980

SUBJECT : Roadside Mowing on City Boulevards.

ORIGIN : Report Request No. 128/80.
Letter dated June 1, 1980 from Mr. L. Lancaster
80 Bow River Crescent, Mississauga.

COMMENTS : We have been requested to respond to Mr. Lancaster's
letter which suggests that boulevard mowing should be
done by the City at least once a month.

Council, in 1980, approved that grass cutting on City
boulevards be carried out twice per season which is
double what was done in 1979.

The first grass cutting will be completed by about the
end of June and it was our intention to commence the
second grass cutting on August 1, 1980 with completion
by August 31, 1980.

If Council wishes to increase the level of service
so that grass cutting is carried out in July as well,
it will be necessary to increase the Roadside Mowing
Budget by approximately \$45,000.00 and it will also
be necessary to hire additional summer staff.

Under the circumstances of having a very wet June,
and thus good growing weather, we would suggest that
it might be reasonable to increase the level of
service for Roadside Mowing from twice to three times
per season in 1980.

RECOMMENDATION : a) That the level of service for roadside mowing be
increased from twice to three times per season in
1980 and that the roadside mowing budget be
increased by \$45,000.00 to allow for this increased
level of service. Funds to be provided from the
Contingency Account.

..... continued

22

RET

Page 2.....

To : Mayor and Members of
General Committee

June 24, 1980

RECOMMENDATIONS : b)
(cont.)

That a sufficient number of students
be hired immediately to carry out this
increased level of service for boulevard
mowing.

William P. Taylor
W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

Paul
sa

cc : E. Halliday



CITY OF MISSISSAUGA

MEMORANDUM

*Please put with
Weed Spraying
material -*

To Recreation and Parks Committee

From Lyle F. Love, Commissioner,

Dept. _____

Dept. Recreation and Parks

November 8, 1979

SUBJECT:

ROADSIDE MOWING - ROADSIDE WEED SPRAYING

ORIGIN:

Request for Report No.83-79
Council Resolution No.162.

COMMENTS:

The idea has been advanced that all roadside mowing and roadside weed control should fall under the jurisdiction of the Engineering and Works Department or the Recreation and Parks Department.

It should be understood that mowing and weed control in parks and mowing and weed control on roadsides are two completely different types of operations, requiring widely varying frequencies of operation and types of machinery.

Park maintenance is highly intensive, using reel type mowers on a 10-12 day frequency. Once the grass is too long - 5 inches - reel mowers will not cut.

Roadside mowing is a low frequency operation, using heavy duty rotary, flail, and sickle mowers, and usually on rough, uneven ground conditions.

Generally speaking, parks equipment cannot be used on roadside mowing. The Parks Division has a very small number of machines for cutting rough areas in parklands. Due to budget cutbacks, this programme was only carried out in parklands in 1979 as time permitted.

With previous budget cutbacks, personnel are not available in the Parks Division to assume the maintenance of roadsides.

In addition, the Engineering and Works Department already have an infra-structure established i.e. maintenance management cost records, time recording, and secretarial staff - all for provincial subsidy requirements.

ENGINEERING WORKS & BLDG. DEPT.

RECEIVED FILE

NOV 22 1979

Route To	Initials	Date
<i>WRS</i>		

.....

November 8, 1979.

- 2 -

The present Parks Division's equipment for weed spraying is limited and is of the type suitable for spraying park areas. The equipment is not adaptable to weed spraying roadside areas.

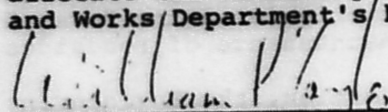
Therefore, all roadside weed spraying should continue to be carried out by a contractor. If there is a greater frequency of roadside mowing, the amount of weed spraying will be reduced. Further, consideration should be given to not spraying in the rural areas and on roads where woodlots are adjacent to the roadsides.

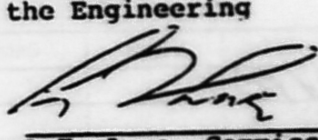
We have analyzed the factors involved if the Recreation and Parks Department was to assume the roadside mowing and have concluded that there would be no financial saving but probably a financial loss simply because the Engineering and Works Department already has the built-in equipment, machinery and personnel to handle subsidy works and other related road works, i.e. leaf pick-up, cold patching, hot mix patching, guard rail repair, etc.

It is our recommendation that Council should establish the level of service desired for roadside maintenance and provide the necessary funds in the Engineering and Works Department budget.

To re-establish the 1978 level of service for roadside mowing would probably cost \$220,000.00 in 1980. In 1979, the budget cost was \$100,000.00. Subsidies would reduce the foregoing to \$142,000.00 in 1980, compared to \$59,000.00 in 1979.

RECOMMENDATION: The Engineering and Works Department should continue to carry out the roadside mowing and weed control programme. Council should determine the level of service desired for 1980 and allocate the necessary funds in the Engineering and Works Department's budget.


W.P. Taylor, Commissioner
Engineering & Works Dept.


L.F. Love, Commissioner
Recreation & Parks Dept.

nc
cc: City Manager

FILE REFERENCE: 17 111 80150
22 131 00001
11 161 00017
11 141 00039

Chairman and Members of the
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

July 7, 1980

RECEIVED	
REGISTRY No.	11814
DATE	JUL 7 1980
FILE No.	54-80
CLERK'S DEPARTMENT	

SUBJECT: Cooksville Creek Improvements.
ORIGIN: Credit Valley Conservation Authority. Request Number 127-80
COMMENTS:

In August of 1979 M. M. Dillon Limited prepared for the City of Mississauga a report known as the "Cooksville Creek Watershed Study". This report was adopted by Council and was referred to the C.V.C.A. for consideration and financial participation.

The Water Management Advisory Board, as a result of this report, and meetings held between staff of the Authority and the City of Mississauga, adopted the attached "Cooksville Creek Flood Control Project" report, as prepared by the Conservation Authority staff. This report recommends that certain of the projects, Numbers 1, 3, 4, 5, 10 and 13, which involve channel improvement and dyking works at a cost of \$2,324,000.00, be undertaken in the years 1981 to 1983 inclusive by the C.V.C.A. In addition, the City of Mississauga has been asked to confirm that the City will agree to lease-back the six sites - 1, 3, 4, 5, 10 and 13, and that the City will also agree to taking over the responsibility for the on-going maintenance of the works.

RECOMMENDATION: 1 - That a resolution be forwarded to the C.V.C.A. that the City of Mississauga agrees to lease-back from the C.V.C.A. the following six sites:-

Site 1 - Atwater Avenue and reach immediately downstream.

Site 3 - Paisley Boulevard and reach immediately downstream.

continued.....

34

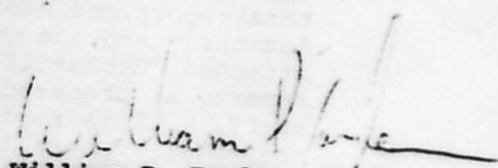
Page 2

Chairman and Members of the
Public Works Committee - continued

RECOMMENDATIONS:
(continued)

- 1 - Site 4 - Reach immediately downstream of
Camilla Road.
- Site 5 - Reach between Atwater Avenue and
the Q.E.W.
- Site 10- King Street and reach immediately
downstream.
- Site 13- Reach between Lake Ontario and
Highway 2.
- 2 - Further, that the City of Mississauga
agrees to assume the responsibility for the
on-going maintenance of the works for the
above referenced sites.

WPT.mh
Att.
c.c. E. M. Halliday,
A. E. McDonald,
J. V. Falke.


William P. Taylor, P. Eng.,
Commissioner.



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER
P.50.0.

June /0 , 1980

Mr. T. L. Julian
City Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir:

Re: Proposed Cooksville Creek Flood Control Project

The enclosed report outlines the proposed three year program of flood control works on the Cooksville Creek. This comprehensive multi-year project was initiated following an official request from the City of Mississauga for Authority participation in a long-term program of protective works on the Cooksville Creek.

In undertaking the necessary project planning work, Authority staff have discussed design criteria with the City of Mississauga and Ministry of Natural Resources and have agreed upon a coordinated program to alleviate mutual concerns. The protective work will include channel improvement and diking to be undertaken by the Authority and culvert modification work to be undertaken by Mississauga. It should be noted that these proposed works will provide protection to a minimum 100-year design flood for the urban developed section of the watercourse, from Burnhamthorpe Road to Lake Ontario.

The report provides a description of the proposed Authority undertaking, which includes identification of sites, the estimated protection costs, scheduling and cost sharing arrangements.

Following receipt of the report, the following resolution was adopted at the Authority's Water Management Advisory Board meeting of May 20, 1980:

....continued

....2

10 WM 80

"RESOLVED THAT: The report of May 12, 1980 re Cooksville Creek Flood Control Project be received and appended as Schedule 'A' to these minutes; and

THAT a capital works project to undertake flood control works on six sites on the Cooksville Creek be adopted as a multi-year project at an estimated cost of \$2,324,000.00; and

THAT the Ministry of Natural Resources be requested to approve this project and a grant in the amount of 55% of the cost of the project; and

THAT since the City of Mississauga is the area municipality benefitting, that the Region of Peel be designated as benefitting municipality and levied the benefitting municipality's share of the cost of the project; and

THAT the City of Mississauga confirms to the Credit Valley Conservation Authority prior to initiation of the project that upon completion of the works at each of the six sites that the City agrees to enter into an agreement with the Authority which would provide for lease-back of the sites to the City and City responsibility for ongoing maintenance of the works; and

THAT the appropriate Authority officials be authorized and directed to take any necessary action in connection with the project, including the execution of necessary documents."

Pursuant to adoption of the foregoing, we respectfully request City of Mississauga confirmation via Council resolution regarding lease-back of the six sites to the City and City responsibility for ongoing maintenance of the works.

Yours very truly,

A. Sahabandu

Ajit Sahabandu, P. Eng.
Manager
Water Resources Division

AS/gc
Encl.

cc: ✓ Mr. W. P. Taylor - Commissioner; Engineering, Works &
Building Department (w/encl.)
(By Courier)

3a

COOKSVILLE CREEK
FLOOD CONTROL PROJECT

A BRIEF PREPARED FOR.....
THE WATER MANAGEMENT ADVISORY BOARD
CREDIT VALLEY CONSERVATION AUTHORITY

MAY 12, 1980

32

TABLE OF CONTENTS

		<u>PAGE</u>
I	INTRODUCTION	1
II	BACKGROUND	1
III	PROJECT PROPOSAL	2
IV	PROJECT COST AND SCHEDULE	5
V	BUDGET	6
VI	AUTHORITY APPROVALS	7

LIST OF TABLES

<u>TABLE NO.</u>	<u>TITLE</u>	<u>PAGE</u>
1	PROPOSED FLOOD CONTROL WORKS	4
2	PROPOSED SCHEDULE	5
3	BUDGET ALLOCATION	7
4	RECOMMENDED WORKS (DILLON REPORT)	8
	- CULVERT WORKS	
	- CHANNEL WORKS	

COOKSVILLE CREEK FLOOD CONTROL PROJECTI INTRODUCTION

The Cooksville Creek watershed is situated entirely within the City of Mississauga. Headwaters of the main branch are located north of Highway 401. From this point the watercourse travels in a southeasterly direction approximately 15 km to its outlet into Lake Ontario. The change in elevation from source to outlet is 125 meters. Drainage area of this watershed was originally 30.56 sq. km. However, following completion of the Cawthra Creek Diversion, which outlets into Cooksville Creek between the C.N.R. bridge and Highway 2, this drainage area has increased by 5.34 sq. km.

Urban development predominates in the southern part of the watershed between Burnhamthorpe Road and Lake Ontario. The area north of Burnhamthorpe Road is predominantly agricultural in use.

II BACKGROUND

In August, 1979 the Cooksville Creek Watershed Study was completed by M.M. Dillon Limited for the City of Mississauga. The document presented the 50 and 100-year storm flows for various development conditions in Cooksville Creek and the resulting water surface elevations. This led to identification of the flood damage centres for these particular storms. The report included various flood control measures for the 50 and 100-year storm flows for anticipated ultimate development conditions. It also provided recommendations on flood control improvement works which basically proposed the following:

- i) Increase the hydraulic capacity of certain bridges and culverts.
- ii) Improve the hydraulic characteristics of certain problem reaches through realignment and cross-sectional enlargement of the creek channel.
- iii) Control the movement of flood waters by constructing dikes at key locations and by raising existing berms.

The Dillon study concludes that to alleviate present flooding problems due to a 50-year storm and to prevent flooding due to a 100-year storm under progressing development conditions, works should be undertaken at the following locations:

<u>SITE NO.</u>	<u>LOCATION</u>
1.	Atwater Ave. and reach immediately downstream
2.	Reach immediately downstream of C.P.R.
3.	Paisley Boulevard and reach immediately downstream
4.	Reach immediately downstream from Camilla Rd.
5.	Reach between Atwater Avenue and Q.E.W.
6.	Highway 2 (Lakeshore Blvd.)
7.	Camilla Road
8.	Dundas Street
9.	Kirwin Avenue
10.	King Street and reach immediately downstream
11.	C.P.R.
12.	C.N.R.
13.	Reach between Lake Ontario and Highway 2 (Lakeshore Blvd.)

Appendix I - Table 4 outlines in more detail the extent of the works necessary to alleviate the concerns addressed herein.

Following discussions with the City of Mississauga it was decided that in order to attain the ultimate objective the Authority would undertake the recommended channel improvement and diking works while the City would undertake bridge and culvert modification works.

III PROJECT PROPOSAL

The following proposal is for the flood control works to be undertaken by the Authority. For budgeting reasons this proposal has been phased as a multi-year project over the years 1981-83, inclusive.

Figure 1 indicates the location of the six sites where the Authority proposes to carry out improvement works. Table 1 outlines the nature and extent of proposed works at each of the six sites.

34

- C) Property (survey and legal) - A significant component of this project will include the costs for gaining access to private lands. These measures may include acquisition, easement or expropriation. Due to the complexity of elements on which such cost estimates are based, the respective values shown for each site (Table 2) were arrived at through preliminary discussion between the City of Mississauga and Authority staff. Detail cost estimates for property requirements can only be made after engineering design has been completed for the various sites. The method of gaining property access and current market values exemplify factors which will modify costs for this component. However, from a project planning standpoint, staff feel that it is necessary to at least "guesstimate" these costs.
- D) Construction and Contingencies - cost estimates for each site were arrived at through discussion between the City of Mississauga and Authority staff.
- E) Landscaping and Revegetation - cost estimates are based on a value of \$10. per linear foot of channel improvement for most sites; a value of \$20. per linear foot was used for more mature, natural reaches where improvements are proposed.
- F) Maintenance - this item is periodic in nature and, therefore, an estimate has been based on an annual cost to maintain two average sites. It should be noted that subsequent to the completion of this project, the City of Mississauga would assume maintenance responsibilities through a lease back agreement.

V BUDGET

a) Cost Sharing: Since the City of Mississauga is the area Municipality benefitting, the Region of Peel will be designated as benefitting municipality.

The cost sharing arrangements will be as follows:

Province of Ontario	- 55%
Benefitting Municipality (95% of 45%)	- 42.75%
Authority	- 2.25%
Total	- 100.00%

34

b) Budget Allocation:

TABLE 3

YEAR	1981*	1982*	1983*	TOTAL
PROVINCE	453,805	489,940	324,455	1,278,200
MISSISSAUGA	352,730	380,417	259,963	993,510
AUTHORITY	18,565	20,043	13,682	52,290
TOTAL	\$825,100	\$890,800	\$608,100	\$2,324,000

*All Values are in 1979 Dollars

VI AUTHORITY APPROVALS

The following approvals are required for this project:

Water Management Advisory Board

Executive Committee

Full Authority

Regional Municipality of Peel/City of Mississauga

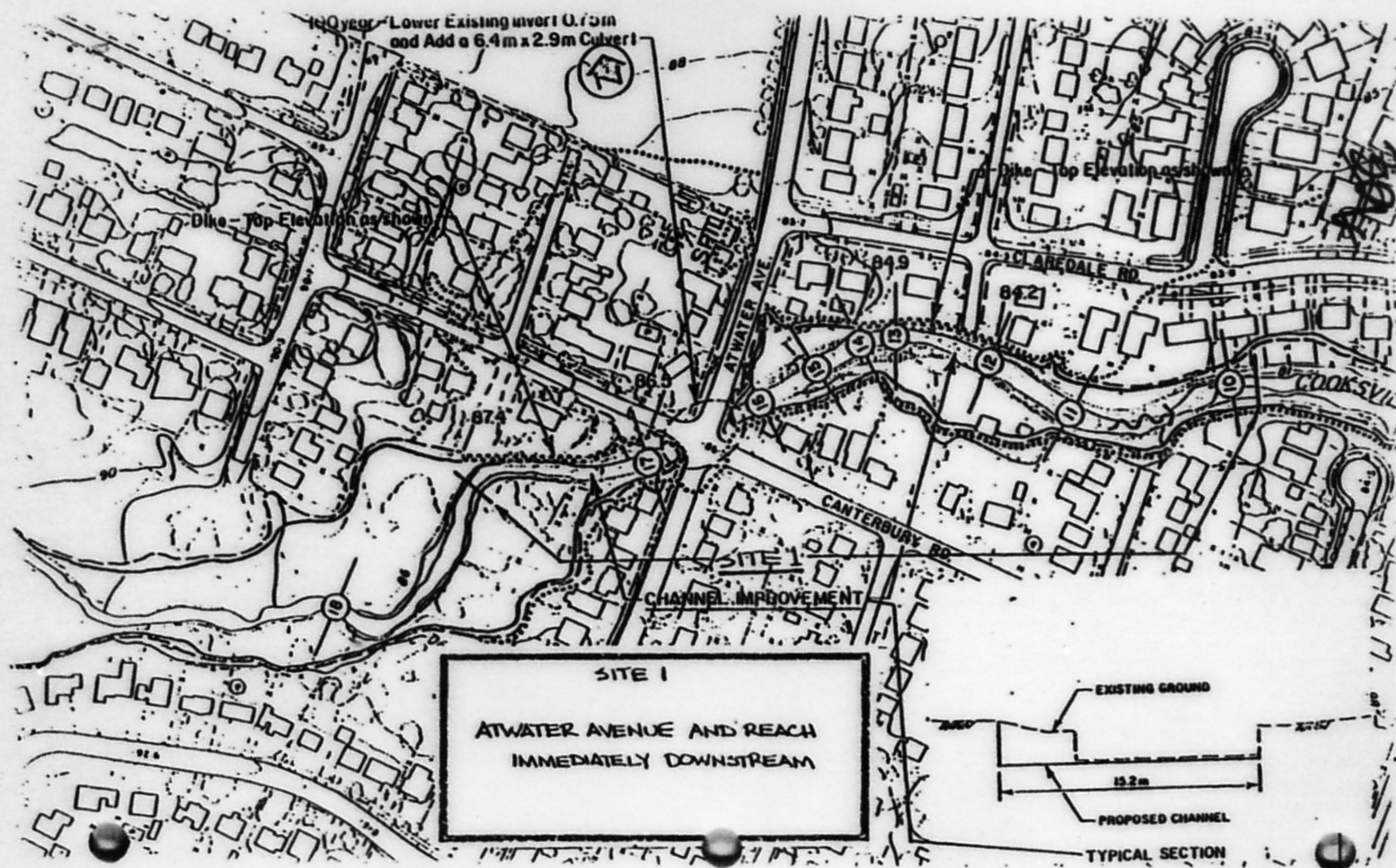
Ontario Ministry of Natural Resources

- Sections 23 and 39 of the Conservation Authorities Act
- Central Region - technical approvals.

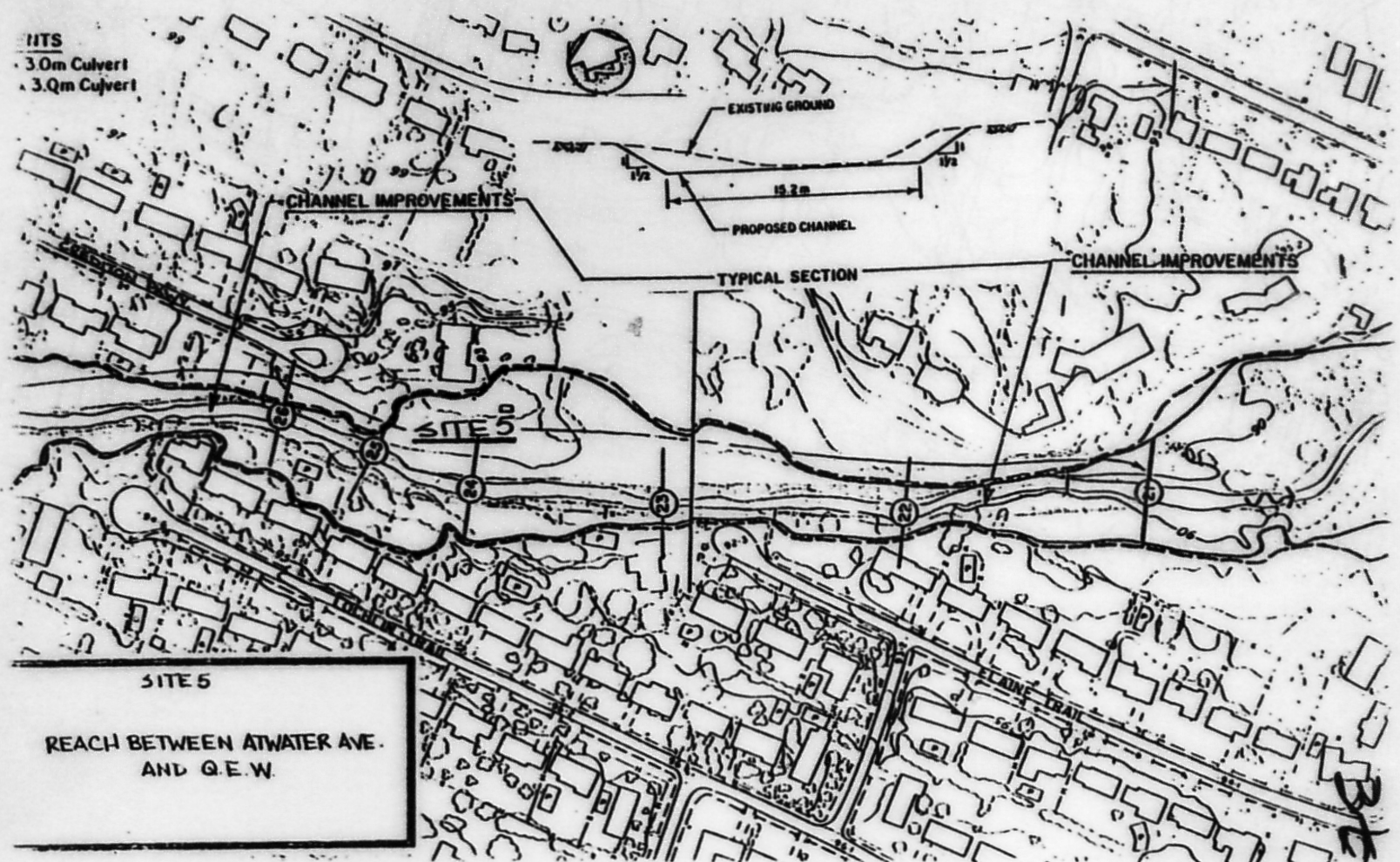
30

TABLE 4 (continued)

<u>SITE NO.</u>	<u>LOCATION</u>	<u>RECOMMENDED WORKS</u>
8	Dundas Street	Add new culvert: 3.7m x 3.7m for 50-year storm 5.2m x 3.7m for 100-year storm Removals and restoration, etc. Traffic Control Downstream channel improvements Diking from Dundas Street to Kirwin Avenue
9	Kirwin Avenue	Add new culvert: 5.2m x 3.7m for 50-year storm 6.1m x 3.7m for 100-year storm Removals, road restoration, etc. Upstream and Downstream channel improvements
10	King Street and Reach immediately downstream	Lower existing culvert invert by 0.6m 50m Upstream and 430m Downstream channel improvement works including two small drop structures
11	C.P.R.	Add new culvert: 3.7m x 3.0m for 50-year storm 5.2m x 3.0m for 100-year storm Upstream and Downstream channelization works
12	C.N.R.	No improvement works required for 50-year storm For 100-year storm: Add new culvert: 3.7m x 3.0m Removals and various C.N.R. costs Temporary trestle Head walls, wing walls and channel improvements
13	Reach between Lake Ontario and Highway #2	No improvement works required for 50-year storm For 100-year storm, raise the existing berm along both banks



ITS
3.0m Culvert
3.0m Culvert



CITY OF MISSISSAUGA

M I N U T E S

MEETING #3

NAME OF COMMITTEE:

PUBLIC WORKS COMMITTEE

DATE OF MEETING:

THURSDAY, July 10, 1980, at 10:20 a.m.

PLACE OF MEETING:

Board Room of Engineering Dept.

MEMBERS PRESENT:

Councillor F. Dear, Chairman
Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr

MEMBERS ABSENT:

Councillor F. McKechnie

STAFF PRESENT:

Mr. J. Calvert, Planning
Mr. R. Doyle, Director of Parks
Mr. L.F. Love, Commissioner,
Recreation & Parks
Mr. W.P. Taylor, Commissioner,
Engineering & Works
Mr. A. McDonald, Engineering & Works
Mr. L.M. McGillivray, Deputy Clerk
Mr. J.D. Murray, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated July 4, 1980, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the development of the area bounded by Highway #10, Highway #5, Confederation Parkway and the Canadian Pacific Railway Tracks. Mr. Taylor advised in his report, that in light of the proposed redevelopment for this area, the reconstruction of all internal roads will be required. Mr. Taylor outlined the cost for the road construction and storm sewer works for each internal road and each portion of the ring road system included in this quadrant. Mr. Taylor advised that if redevelopment is to occur in this area, the City and the Region will be required to install the necessary services and reconstruct the roads. Mr. Taylor, therefore, suggested that a \$90.00 per foot charge on each side of the road be levied on all lands in the area which are to be redeveloped. This charge would be above and beyond the arterial road and major water course levies. Mr. Taylor further advised that a separate arrangement should be made with PHI International Ltd.

Regardless of the timing of the proposed redevelopment, Mr. Taylor advised that it will be necessary to reconstruct Hillcrest Avenue and Confederation Parkway to a two-lane paved ditch standard to provide adequate road access to the Hurontario Go-Station.

July 10, 1980

ITEM 1 CONTINUED

Mr. Taylor also advised that the City of Mississauga will provide between 20% and 30% of the estimated 2,197 parking spaces. Mr. Taylor estimated that the cost per parking space is approximately \$5,500.00 and that the developers of the area should be required to make up the difference between the parking provided in their developments and the actual parking required.

In his report, Mr. Taylor recommended:

1. That the following streets be considered for construction/reconstruction in the 1981 Capital Budget:
 - (a) Confederation Parkway from Dundas Street to Hillcrest Avenue
 - (b) Hillcrest Avenue from Confederation Parkway to Hurontario Street
 - (c) Agnes Street from Confederation Parkway to Hurontario Street.
2. That the dedication and widenings required for the road works on Confederation Parkway, Hillcrest Avenue and Agnes Street be deeded gratuitously to the City.
3. That the Capital Budget for 1982 and later include Cyrus Street, Cook Street, Novar Road and Melissa Street.
4. That a per side foot levy of \$90.00 in addition to the arterial road levy and major watercourse levy be charged against all development at the time of site plan approval in this area with the exception of those lands fronting on Hillcrest Avenue and Confederation Parkway owned by PHI International Ltd. This levy to include frontage on the north side of Dundas Street and west side of Hurontario Street.
5. That an agreement be entered into with PHI International to include the land acquisition, timing of construction of services and roads for Hillcrest Avenue and Confederation Parkway.
6. That a levy of \$5,500.00 per deficient parking space be levied against new development which has on site parking deficiencies.
7. That an area of approximately 4 acres, surface or stacked, be designated by the Planning Department in order that the Capital Budget for 1982 and later can provide for these requirements.

July 10, 1980

ITEM 1 CONTINUED

Mr. J. Calvert of the Planning Department addressed the Committee and advised that it was appropriate to accept increased densities in this area in light of the construction of the new GO service line and the location of a station near Hurontario Street. However, Mr. W.P. Taylor, City Engineer, advised that engineering services including roads, storm sewers and parking facilities are not adequate to meet the demands of the increased density. Mr. Taylor also acknowledged that the Parks Department may have additional requirements especially since the site of the former Cooksville Public School is now up for sale. Mr. Taylor also noted that the Region of Peel has not yet determined their requirements for the area in light of the proposed increased density.

Mr. Taylor also advised the Committee that new storm sewer works will be required as the storm sewers on Highway #5 and Highway #10, are already up to capacity. A grade separation on Confederation Parkway must be completed and that internal roads must be up-graded. In addition to the works required in 1981 as recommended in his report, Mr. Taylor suggested that Melissa Street also be reconstructed in 1981. Several members of the Committee expressed concern with the proposed parking facilities of \$5,500 and suggested that it be geared to the actual cost of construction subject to inflation, and not a fixed charge.

The Committee reviewed Mr. Taylor's recommendations at great length, but concluded that no recommendation be made in this regard until the appropriate departments have determined their requirements for servicing, in light of the increased densities proposed. Therefore, the Committee requested reports from the appropriate departments outlining their requirements. Upon receipt of these reports, this matter will be considered further.

File: 139-80	Recommendation #10 (F. Hooper (a) & (b)
72-80	(L. Taylor (c)
34-80	(R. Starr (d)

2. General Committee, at its meeting on July 2, 1980, considered a report dated June 24, 1980, from the Commissioner of Engineering and Works, Mr. W.P. Taylor, regarding roadside mowing, and made the following recommendation:

- (a) That the level of service for roadside mowing be increased from twice to three times per season in 1980 and that the roadside mowing budget be increased by \$45,000.00 to allow for this increased level of service and that funds be provided from the Contingency Account.

July 10, 1980

ITEM 2 CONTINUED

Mr. Love further pointed out to the Committee that there would be certain additional costs involved in the transfer that could not be recouped. Councillor L. Taylor suggested that the Parks Department prepare a report for the Committee's consideration outlining these costs. However, the Committee, after some debate in this regard, endorsed a recommendation of Councillor R. Starr that the Engineering Department retain responsibility for roadside maintenance and that the minimum level of service be three times a year and more if required.

File: 139-80 Recommendation #11 (R. Starr)

3. Report dated July 7, 1980, from the Commissioner of Engineering and Works, regarding Proposed Channel Improvements to the Cooksville Creek. In his report, Mr. Taylor advised that the Water Management Advisory Board of the Credit Valley Conservation Authority, has reviewed the Cooksville Creek Watershed Study prepared by M.M. Dillon Ltd., and adopted the recommendations contained in the report prepared by the Conservation Authority Staff. A copy of this report entitled "Cooksville Creek Flood Control Project" was attached for the Committee's information. This report recommended that certain projects be carried out between 1981 and 1983 at a cost of \$2,324,000.00. Furthermore, Credit Valley Conservation Authority requested confirmation that the City would lease back certain sites and that the City agree to assume responsibility for maintenance of the sites.

Therefore Mr. Taylor recommended:

1. That a resolution be forwarded to the C.V.C.A. that the City of Mississauga agrees to lease back from the C.V.C.A. the following six sites:-

Site 1 - Atwater Avenue and reach immediately downstream.

Site 3 - Paisley Boulevard and reach immediately downstream.

Site 4 - Reach immediately downstream of Camilla Road

Site 5 - Reach between Atwater Avenue and the Q.E.W.

Site 10- King Street and reach immediately downstream

Site 13- Reach between Lake Ontario and Highway 2.

July 10, 1980

ITEM 3 CONTINUED

2. Further, that the City of Mississauga agrees to assume the responsibility for the on-going maintenance of the works for the above referenced sites.

Mr. Taylor's recommendation was endorsed by the Committee.

File: 139-80 Recommendation #12 (L. Taylor)
2-80

Adopted

4. Summary of Unfinished Business relating to the Public Works Committee. As there were no outstanding reports before the committee, no recommendation was made on this item.

File: 139-80
2-80

5. Report dated July 8, 1980, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the mud tracking and dust clean-up deposits that builders and developers are required to file with the Engineering Department. Mr. Taylor indicated that too many builders and developers are relying upon the City to clean up the mud and dust caused by heavy equipment, in light of the fact that the City charges for such clean up are too reasonable and do not include any punitive costs to deter builders and developers from tracking mud on City streets.

Therefore, Mr. Taylor recommended that when City employees are used to clean-up mud and dust on City streets, the builder or developer responsible be charged twice City costs. When independent contractors are retained by the City the responsible builder or developer be charged cost plus 40% subject to the independent contractors being guaranteed a minimum rate. Mr. Taylor further recommended that these provisions be incorporated into the Engineering Agreement.

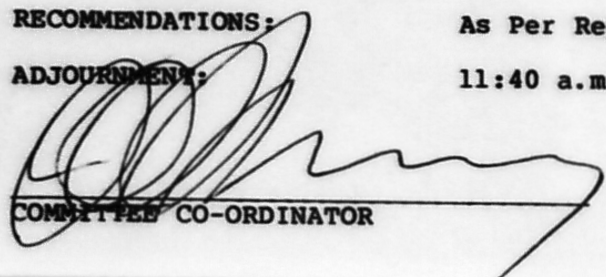
After some debate on Mr. Taylor's recommendation, it was endorsed by the Committee.

File: 139-80 Recommendation #13 (L. Taylor)
34-80

Adopted

RECOMMENDATIONS: As Per Report No. 3

ADJOURNMENT: 11:40 a.m.


COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

JULY 10, 1980

REPORT NO. 3-80

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

10. (a) That no development be permitted in the area bounded by Dundas Street West, Hurontario Street, Confederation Parkway and Hillcrest Avenue, until the City of Mississauga and the Region of Peel have established their engineering servicing requirements, including parking standards and until the necessary funding has been approved by Council.
- (b) That the Region of Peel be requested to establish its servicing standards for the defined area for water and sanitary sewers as soon as possible.
- (c) That left turns be prohibited at the intersection of Agnes Street and Hurontario Street.
- (d) That the Property Agent be directed to report to the Public Works Committee on the market value of the Velianou lands located at the south-east corner of Agnes Street and Hurontario Street, based on the supposition that the lot does not meet the criteria for a building to be constructed thereon; and advise the Public Works Committee as to whether or not this property can be acquired within the funding provided in the 1980 Capital Budget for parking lot acquisitions, which at this time has approximately \$150,000.00 remaining.

(38-10-80) 139-80
72-80
34-80

11. (a) That the Engineering and Works Department continue to be responsible for the roadside mowing and weed clean-up programme.
- (b) That level of service for roadside mowing and clean-up be increased to a minimum of three times per year or more if required.

(38-11-80) 139-80
24-80

July 10, 1980

12. (a) That the following sites as described in the Commissioner of Engineering and Work's report dated July 7, 1980, be leased back from the Credit Valley Conservation Authority upon completion of the Cooksville Creek Channel Improvement Works by the Authority to the satisfaction of the City Engineer:

"Site 1 - Atwater Avenue and the reach immediately downstream

Site 3 - Paisley Boulevard and the reach immediately downstream

Site 4 - The reach immediately downstream of Camilla Road

Site 5 - The reach between Atwater Avenue and the Q.E.W.

Site 10- King Street and the reach immediately downstream

Site 13- The reach between Lake Ontario and Highway 2".

- (b) That the City of Mississauga be responsible for the on-going maintenance of the works in the aforementioned locations upon assumption of the said works by the City.

(38-12-80) 106-79
139-80

13. (a) That authorization be given to the Commissioner of Engineering and Works to charge builders and developers at the following rates for the City carrying out the clean up of mud, dust and indiscriminate dumping from building and development sites as per the provisions of the Engineering Agreement:

(i) where City forces are used - cost times two;

(ii) where independent contractors are retained by the City - cost plus forty percent, with the independent contractors being guaranteed a reasonable minimum period of time, e.g. half a day, in carrying out the required works as and when requested by the City.

- (b) That these conditions be incorporated in all future Engineering Agreements between the City and developers.

(38-13-80) 139-80
34-80



City of Mississauga

MEMORANDUM

To John D. Murray From Linda Hunt
Dept. Clerk's Dept. Clerk's

July 17, 1980

Re: Public Works Committee
Report #2-80 - June 13, 1980
File: 139-80

General Committee at its meeting on Wednesday, June 25, 1980, considered Report #2-80 of the Public Works Committee meeting held on June 13, 1980.

The report was amended by Council on Wednesday, July 16, 1980, as follows:

Item 9 - Deleted and dealt with by Resolution No. 503.

Linda Hunt
Committee Coordinator

LH/db

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, SEPTEMBER 26, 1980; 9:30 A.M.

COUNCIL CHAMBERS

Chairman: Councillor K. Dear
Vice-Chairman: Councillor F. McKechnie
Members: Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr

Prepared By: Clerk's Department
Date: September 24, 1980

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FRIDAY, SEPTEMBER 26, 1980

DEPUTATION: Mr. Michael Booth, Representing Consolidated Fibers Limited and Ontario Paper Company - re Item 1

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT MATTER</u>
1.	59-80	Verbal and Slide Presentation re Consolidated Fibers Ltd. and Ontario Paper Co. receiving paper from City of Mississauga
2.	139-80	Installation of Block Parent Committee Signs on Major Roadways Entering the City of Mississauga
3.	50-80 118-80	Hydro Requirements for Underground Wiring in New Industrial and Commercial Subdivisions

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, SEPTEMBER 26, 1980

COUNCIL CHAMBERS AT 9:30 A.M.

A G E N D A

DEPUTATION: Mr. Michael Booth, Consolidated Fibers Limited and
Ontario Paper Company - re Item 1

MATTERS FOR CONSIDERATION:

1. It is anticipated that there will be a verbal and slide presentation prepared by Mr. Micahel Booth, representing Consolidated Fibers Limited and the Ontario Paper Company, regarding the receiving of paper from the City of Mississauga.

File: 59-80

DIRECTION REQUIRED

2. Report dated September 12, 1980 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request from the Mississauga Block Parent Committee that the City of Mississauga erect Block Parent Signs on major roadways entering the City of Mississauga. In his report, Mr. Taylor advises that Burlington, Oakville and the Region of Waterloo have installed these signs at their expense. The estimated cost of installing approximately 40 such signs would be \$2500.00. Mr. Taylor further advises there are insufficient funds to carry out this work in 1980. Therefore, Mr. Taylor recommends:

"That the request of the Mississauga Block Parent Committee that the City of Mississauga install Block Parent Committee Signs on major roadways entering the City of Mississauga, at a cost of \$2500.00, be referred to the 1981 Budget for consideration and that the Block Parent Committee be so advised."

File: 139-80

RECOMMEND ADOPTION

September 26, 1980

3. Report dated September 17, 1980 from Mr. L. W. Stewart, Q.C., City Solicitor, regarding hydro requirements for underground wiring in new industrial and commercial subdivisions. In his report, Mr. Stewart advises that the Mississauga Hydro Electric Commission has approved, in principle, the policy of requiring the installation of underground wiring in new industrial and commercial subdivisions and have requested that City Council make such a requirement a condition of subdivision approval. Therefore, Mr. Stewart recommends:-

- " a) That a resolution be passed by the Council of the Corporation of the City of Mississauga to adopt as City policy the practice of requiring developers to install circuits underground in such new industrial and commercial subdivisions as Council deems appropriate provided that such installation costs be shared between the developers of the subdivision and Hydro Mississauga in accordance with Hydro Mississauga's policy in this matter.
- b) That the previous resolution adopted by Council on December 31st, 1974, and relating to industrial street lighting, be repealed and replaced by the aforesaid resolution."

Files: 50-80; 118-80

RECOMMEND ADOPTION



City of Mississauga

MEMORANDUM

FILE: 11 141 00011

2.

Chairman and Members of
Public Works Committee

William P. Taylor, P.Eng., Commissioner

To

From

Dept.

Engineering and Works

REGISTRY No. 14255

DATE SEP 18 1980

FILE No. 139-80

September 12, 1980

LADIES & GENTLEMEN:

CLERK'S DEPARTMENT

SUBJECT : Block Parent Signing at Major Roadways entering the City of Mississauga.

SOURCE : Letter dated August 11, 1980, from Mr. E. Powis, Vice-Chairman of the Mississauga Central Block Parent Committee

COMMENTS : The attached letter has been received from Mr. E. Powis, requesting the City supply and erect "This is a Block Parent Community" signs at major entrances to the City.

We have contacted three other municipalities where we know that these signs are erected - Burlington, Oakville and the Region of Waterloo. Burlington has supplied and erected these signs at the City's total expense. The other two municipalities also paid the entire cost of signs and labour for installation.

The City of Mississauga has approximately forty entrance signs existing on major roadways where the "Block Parent" signs can be installed. The unit sign cost is \$33.00 and installation cost is approximately \$30.00. The total cost of this project therefore, would be in the area of \$2,500.00.

Presently there are insufficient funds to carry out this work in 1980. Should Council decide to underwrite the complete cost, additional funds would have to be designated for this purpose.

RECOMMENDATIONS: 1) That the Mississauga "Block Parent" Committee be advised that the City of Mississauga will consider their request that the City supply and erect signs at major entrances to the City, during the 1981 budget preparation for installation in the spring of 1981.

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

DWJ/dcl

attachment

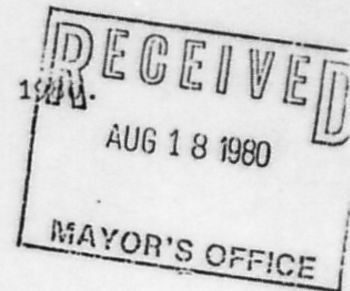


2.a

Mississauga Central Block Parent Committee
c/o MISSISSAUGA CITY HALL, PUBLIC AFFAIRS DEPT., 1 CITY CENTRE DRIVE,
MISSISSAUGA, ONTARIO Telephone: 279-7600

✓

Monday, August 11, 1980



Her Worship Mayor Hazel McCallion,
City Hall,
1 City Centre Drive,
Mississauga, Ontario. L5B 1M2

Your Worship:

The Mississauga Central Block Parent Committee, as you are aware, wish to promote and advertise the fact that our City is a Block Parent Community.

Many Block Parent Committees with the assistance of their local councils, have moved to the road sign concept on all roads leading into their communities. The signs are erected on existing signs and do make a dramatic impact on anyone driving past.

Our Committee feels that this method of advertising is ideal for Mississauga and ask that funding for the project be undertaken by the City.

Your help in proposing this to City Council would be greatly appreciated.

Yours very truly,

Eric Powis / pa MB

Eric Powis,
Vice-Chairman,
Mississauga Central,
Block Parent Committee.

cc:

"Block Parents - We Care"



City of Mississauga

P. W. DATE Sept 26/80

MEMORANDUM

3.

To MAYOR AND MEMBERS OF

From L. W. STEWART, Q.C.

Dept. COUNCIL

Dept. LEGAL

17 September 1980

SUBJECT:

Hydro requirements for underground wiring in new commercial and industrial subdivisions.

COMMENTS:

The Hydro Electric Commission passed Resolution 80-61 which provided:

"That the Commission approve in principle the policy of requiring the installation of circuits underground in new industrial and commercial subdivisions and circuits on arterial or major collector roads external to any registered plan of subdivision

And authorize the General Manager to convey the matter to City Council and to formally request Council to pass a Resolution requiring developers to install underground wiring in industrial and commercial subdivisions as Council deems appropriate."

Mississauga Hydro proposes to share part of the cost of such installations with the developers of the subdivisions. The City can as a condition of approval of a plan of subdivision require the electrical services to be installed underground within an industrial or commercial plan of subdivision.

RECOMMENDATIONS:

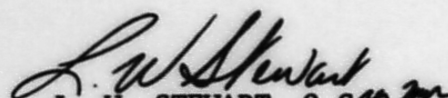
1. That a resolution be passed by the Council of the Corporation of the City of Mississauga to adopt as City policy the practice of requiring developers to install circuits underground in such new industrial and commercial subdivisions as Council deems appropriate provided that such installation costs be shared between the developers of the subdivision and Hydro Mississauga in accordance with Hydro Mississauga's policy in this matter.

...2

3. a

- 2 -

2. That the previous resolution adopted by Council December 31st, 1974 and relating to industrial street lighting be repealed and replaced by the aforesaid resolution.


L. W. STEWART, Q.C.
CITY SOLICITOR.

MVM:jk

c.c. E. Halliday

CITY OF MISSISSAUGA

MINUTES

MEETING #4

NAME OF COMMITTEE:

PUBLIC WORKS COMMITTEE

DATE OF MEETING:

Friday, September 26, 1980

PLACE OF MEETING:

Council Chambers at 9:30 a.m.

MEMBERS PRESENT:

Councillor K. Dear, Chairman
Councillor F. Hooper
Councillor R. Starr
Councillor L. Taylor

MEMBERS ABSENT

Councillor F. McKechnie,
Vice-Chairman

DEPUTATION:

Mr. Michael Booth, Ontario
Paper Recycling Inc. -
Re Item 1

OTHERS PRESENT:

Mayor McCallion - re Item 1
Mr. B. Fleming, General Manager,
Hydro Mississauga

STAFF PRESENT:

Mr. W.P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director of
Maintenance Engineering
Mr. J. Murray, Committee Co-
ordinator

MATTERS CONSIDERED:

1. Mr. Michael Booth of Ontario Paper Recycling Inc., made a verbal and slide presentation to the Public Works Committee regarding a new paper plant being constructed by the Ontario Paper Recycling Inc. in Thorold, Ontario, that will use recycled newspaper. Mr. Booth emphasized that the construction of this plant will create a demand for approximately 100,000 tons of recycled newspaper every year. Therefore, Ontario Paper Recycling Inc. will be in a position to guarantee a minimum price for all used newspapers made available to them. The guaranteed price at this time, is \$30.00 per ton. Mr. Booth indicated that this steady demand and minimum price should remove the uncertainties in the newspaper recycling industry and provide an incentive to community groups and/or municipalities to develop a regular collection of used newspaper. Mr. Booth also indicated that the paper companies

September 26, 1980

ITEM 1 CONTINUED

will deal through regular agents in order to control quality and supply.

Several members of the Committee expressed concern that volunteer community groups, in the past, have been caught by a decline in demand for used paper and that such groups as the Boy Scouts, would be very wary to become involved in collecting newspapers again. Mr. Booth re-iterated that his Company would guarantee a minimum price for all paper collected. He pointed out that the Paper Companies will require a regular supply of used paper and will provide the necessary financial incentive to guarantee this supply.

Councillor Taylor advised the Committee that in his opinion, volunteer community groups collecting used newspaper should receive the financial benefit of such work. Mayor McCallion advised the Committee that the contract with Munisan for garbage pickup will expire in the Spring of 1981 and this matter should be incorporated into the negotiations with Munisan Limited. Councillor Starr recommended that the Commissioner of Engineering and Works be directed to prepare a report on the feasibility of collecting used newspapers in the City of Mississauga either through community groups or the regular garbage pickup, and further, whether the \$30.00 per ton guaranteed is sufficient to cover the Municipality's costs.

After some debate on this issue, Councillor Starr's recommendation was endorsed by the Committee.

File: 59-80 Recommendation #14 (Councillor Starr)

2. Report dated September 12, 1980 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request from the Mississauga Block Parent Committee that the City of Mississauga erect Block Parent Signs on major roadways entering the City of Mississauga. In his report, Mr. Taylor advised that Burlington, Oakville and the Region of Waterloo have installed these signs at their expense. The estimated cost of installing approximately 40 such signs would be \$2500.00. Mr. Taylor further advised there are insufficient funds to

September 26, 1980

ITEM 2 CONTINUED

carry out this work in 1980. Therefore, Mr. Taylor recommended:

"That the request of the Mississauga Block Parent Committee that the City of Mississauga install Block Parent Committee Signs on major roadways entering the City of Mississauga, at a cost of \$2500.00, be referred to the 1981 Budget for consideration and that the Block Parent Committee be so advised."

Mr. Taylor, in response to a question from the Committee, advised that he supported the request of the Block Parent Committee, but simply did not have the available funds at this time. Councillor Taylor, therefore, recommended that the City of Mississauga install Block Parent Committee Signs on major roadways entering the City of Mississauga at an estimated cost of \$2500.00, be endorsed. The Committee agreed that this was a worthwhile project and that the sum of \$2500.00 could be found somewhere. Councillor Dear, Chairman, requested that the City Manager and the Commissioner of Finance be advised of this recommendation and that if they have any comments in this regard, that they report directly to General Committee.

File: 139-80 Recommendation #15 (Councillor Taylor)

APPROVED

3. Report dated September 17, 1980 from Mr. L. W. Stewart, Q.C., City Solicitor, regarding hydro requirements for underground wiring in new industrial and commercial subdivisions. In his report, Mr. Stewart advised that the Mississauga Hydro Electric Commission has approved, in principle, the policy of requiring the installation of underground wiring in new industrial and commercial subdivisions and have requested City Council to make such a requirement a condition of subdivision approval. Therefore, Mr. Stewart recommended:

- a) That a resolution be passed by the Council of the Corporation of the City of Mississauga to adopt as City policy the practice of requiring developers to install circuits underground in such new industrial and commercial subdivisions as Council deems appropriate provided that such installation costs be shared between the developers of the subdivision and Hydro Mississauga in accordance with Hydro Mississauga's policy in this matter.

September 26, 1980

ITEM 3 CONTINUED

- b) That the previous resolution adopted by Council on December 31st, 1974, and relating to industrial street lighting, be repealed and replaced by the aforesaid resolution."

Mr. B. Fleming, General Manager of Hydro Mississauga, who was present at the meeting for discussion on this item, advised the Committee that he supported, in principle, Mr. Stewart's recommendation but had certain reservations regarding the wording. Mr. Fleming indicated, in his opinion, that underground services should be provided in commercial and industrial developments at the developer's cost. However, large developments such as Traders and Inducon, provided underground servicing, though some small developments claim the additional costs are prohibitive. Mr. Fleming also advised that in certain circumstances where a small development is surrounded by existing developments with above ground servicing, there may be no aesthetic value in requiring underground servicing. Further, where the Zoning By-law permits outside storage of equipment and goods, the effect of underground servicing on the aesthetics of the area will be minimal. Mr. Taylor agreed with Mr. Fleming's comments and indicated there was some urgency in having this matter resolved quickly. The Committee, therefore, directed Mr. Taylor and Mr. Fleming to have a report ready for General Committee's consideration at its meeting on October 8, 1980 regarding the implementation of such a policy, and further, that the wording of such a policy be approved by the Legal Department.

No recommendation was made on this item as a recommendation would not be adopted by Council until after a report has been received by General Committee.

Files: 50-80
118-80

RECOMMENDATIONS: As per Report No. 4-80

ADJOURNMENT: 11:00 a.m.

J. D. Murray, Committee Co-ordinator

PUBLIC WORKS COMMITTEE

SEPTEMBER 26, 1980

REPORT NO. 4-80

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

14. *W.P. Taylor
cc A. McDonald
Reg. #207-80* That the Commissioner of Engineering and Works be directed to prepare a report on the feasibility of collecting used newspaper as part of the regular garbage pickup, and further whether the price of \$30.00 per ton of used newspaper guaranteed by Ontario Paper Recycling Ltd. is sufficient to cover the Municipality's or community group's costs of collection.

(38-14-80) 59-80

15. *W.P. Taylor
cc W. Ogilvie* (a) That the request of the Mississauga Block Parent Committee that the City of Mississauga install Block Parent Committee Signs on major roadways entering the City of Mississauga at an estimated cost of \$2,500.00, be endorsed.
- (b) That funding for the installation of the Block Parent Signs be arranged by the Commissioner of Finance out of current revenues.

(38-15-80) 139-80



City of Mississauga

MEMORANDUM

To John Murray From Linda Hunt
Dept. Clerk's Dept. Clerk's

July 17, 1980

Re: Report 3-80 - July 10, 1980
Public Works Committee
File: 139-80

General Committee at its meeting on Monday, July 14, 1980, considered the above noted report and recommended the following amendments:

Item 11(b) was amended to include the words "reverse frontages and flankages".

Council at its meeting on Wednesday, July 16, 1980, made the following further amendment:

Item 10(a) was amended by changing "Hillcrest Avenue" to "CPR Tracks" and deleting the words "and until the necessary funding has been approved by Council".

Report 3-80 of the Public Works Committee meeting held on July 10, 1980, as amended, was adopted by Council on July 16, 1980.

Linda Hunt
Committee Coordinator

/1



City of Mississauga

MEMORANDUM

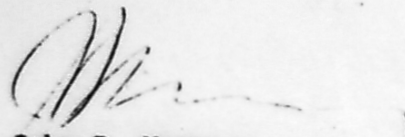
To Chairman and Members of the From John D. Murray
Dept. Public Works Committee Dept. Clerk's

October 8, 1980

Re: Public Works Committee
Cancellation of Meeting
File 139-80

Please be advised at the request of Councillor Dear, Chairman, the meeting of the Public Works Committee, scheduled for Friday October 10, 1980 at 9:30 a.m., has been cancelled due to the lack of items.

You will be advised in due course when the next meeting of the Committee will be held.


John D. Murray
Committee Co-ordinator

/pj

c.c. Mayor and Members of Council
Department Heads



City of Mississauga

MEMORANDUM

To J. Murray From Linda Hunt
Clerk's
Dept. Clerk's

October 15, 1980

Re: Public Works Committee
File: 139-80

General Committee at its meeting on Wednesday, October 8, 1980, considered the report of the Public Works Committee of September 26, 1980.

This report was adopted by Council on October 14, 1980.

L. Hunt

Linda Hunt
Committee Coordinator

LH:db